CYCLE NEWS®

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The gate drops!

And the dirt flies in the opening rounds of the

Florida Winter AMA MX Series
Golden State Nationals
California Winter MX Series

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IN THE WIND By Papa Wealey

Erik Kehoe (Hon) was the overall winner of a three-day supercross event in Dortmund, Germany, January 3-5. Ultracross Champion **Mike Craig** won the first night of competition, Kehoe scored the victory the second night and **Mike Jones** (Suz) won the final day. Jones was the runner-up in the overall standings and Craig was third overall.

Doug Henry (Yam) topped **Fred Andrews** (Suz) and **Brian McElroy** (Suz) in the 250cc Pro class at round two of the Florida Winter AMA MX Series January 4-5 in Cocoa, Florida. **Vince DeVane** (Suz) won the 125cc Pro class, **Timmy Ferry** (Kaw) finished second overall and **Jeff Curry** (Kaw) rounded out the top three finishers.

Norwegian **Roy Snellingen** (Suz) topped the 125cc Pro class at round two of the CMC Golden State Nationals, held in Marysville, California. **Tyson Vohland** (Yam) was the winner in the 250cc Pro class, while **Carlo Hulsen** (Hon) scored the 500cc Pro win. **Rex Staten** (Hon) swept the Vet Pro class.

Round two of the **GFI California Winter MX Series North**, scheduled to take place January 5 in Hollister, California, was rained out. The event has been rescheduled for January 19.

Half of the second round of the southern portion of the GFI California Winter MX Series scheduled for January 5 at Perris Raceway was also **postponed** due to rain. Beginner, Novice and 25+ classes were able to complete their motos on Saturday, but rain forced the Intermediate, Pro, Vet and Old Timers classes to be rescheduled to February 1.

The date for the **Dallas Supercross**, held in Texas Stadium, has been **changed** from May 2 to May 30. The event is round 14 of the Camel Supercross Series.

Dan Ingram will contest the '92 Camel Pro Series aboard Hondas fielded by **M&M Racing**. The team, which is owned by **Mike Morr** of Broomfield, Colorado, will field a pair of RS750s and a 600 for Ingram. Morr purchased the trio of Hondas from **Skip Eaken**. For the past several years, Eaken, in partnership with Mike Sponseller under the **Eaken-Sponseller Racing** banner, fielded the Hondas for the likes of Ingram, Ricky Graham and Larry Pegram. Eaken and Sponseller announced late last year that they'll field a Harley-Davidson XR750, with major backing from Texas Harley-Davidson, for Pegram this year. "I called Skip and said I was interested in getting involved with the team," said Morr. "He said, 'Why don't you buy the bikes?' So I did."

The **Vintage Dirt Track Racers Association** (VDTRA) will hold its **awards banquet**, in conjunction with the Kansas Motorcycle Sportsman Association banquet, at the Holidome in Manhattan, Kansas, on Saturday January 25. Other news from the VDTRA has the February 23 **indoor short track** scheduled for February 23 at Columbia, Missouri, being changed from a National to a Regional. That change came about after Motorsports America determined there would not be sufficient pit area space for a National. For more information, call 918/445-0671.

Three-time World Champion **Kenny Roberts** celebrated his 40th birthday on New Year's Eve. Belated happy birthday, champ!

Among the prizes awarded to **Brandy** (that's it, folks, no last name) for being named Penthouse magazine's 1992 **Pet of the Year** was a **Suzuki GS500E**. Brandy, who went by the name of Jisel (yep, no last name) when she made her first appearance in Penthouse in May 1990, recently visited American Suzuki's California headquarters to take delivery of the bike. "I like this," Brandy said. "I found out I won the bike and I thought, 'Wow, that's great.' " Among her other prizes were a new helmet and free admission to the Motorcycle Safety Foundation RiderCourse.

After seven years of co-sanctioning off-road races in Nevada, California and Mexico, the **High Desert Racing Association (HDRA)** and **Southern California Off-Road Enterprise (SCORE)** have **parted company**. According to HDRA's Danny Coe, the split was for financial reasons only and was not a bitter one between HDRA and SCORE. "If you looked at our schedule last year, you'd see that we had only one (of four) race(s) between October and July, that left only one source of income in nine months. That's not enough cash flow. So, we had to split from SCORE and run six of our own races in the '92 schedule. The events will be spread throughout the year with at least six weeks in between races, which will give the racers ample time to get their machinery ready for each race." Only two of the HDRA events in '92 will include motorcycle entries: the Nevada 500, May 9-11, and the Color Country Runoffs, August 1. SCORE will host four events in '92, all will include motorcycles.

Ontario High School in Ontario, California, is offering a certificate program in **motorcycle mechanics** to all California residents, age 16 and over, free of charge. The state-funded vocational training program provides instruction in motorcycle and small engine repair from a certified mechanic/instructor. The course is sponsored by the State of California and the Baldy View Regional Occupational Program. For more information, call 714/624-0063 or 714/988-8511, extension 145.

California's North Orange County Regional Occupational Program is offering a **tuition-free motorcycle repair course** at both Fullerton High School and Buena Park High School. Enrollment priority is given to high school students, but adults residing in north Orange County are also eligible. For further information call 714/776-7292.

West Valley Occupational Center in Woodland Hills, California, is also offering **motorcycle mechanics** training. The classes will be held Monday through Friday from 9 a.m. to 4 p.m. beginning February 13. Registration starts on January 29 and costs $30. For more information, call 818/346-3540.

The outgoing head of the National Highway Traffic Safety Administration (NHTSA) has commended the motorcycle community for its efforts to improve motorcycle safety during 1991. In announcing a drop in the national traffic fatality toll this year, NHTSA Administrator **Jerry R. Curry** told a roundtable group of safety analysts that motorcyclists deserve a share of the credit for

National replaces GP at Laguna Seca

It's official. After hosting a motorcycle Grand Prix for the past four years, the U.S. and Laguna Seca International Raceway will not host a round of the World Championship Road Race Series in 1992.

According to the AMA, Laguna Seca dropped plans for the '92 U.S. GP "when it became impossible to agree on a race date and other conditions imposed by series administrators."

Those "other conditions" are said to be a $1 million fee and no signage rights. In other words, the Bernie Eccelstone led group that now controls motorcycle Grand Prix road racing, Two Wheel Promotions, requires that race promoters pay the $1 million to host the race and must either provide TWP with a sign-free race track or pay an additional $500,000 to keep whatever signage exists at the race track (i.e. Dunlop bridges, Marlboro billboards, etc.).

Lee Moselle, the managing director of SCRAMP (Sports Car Racing Association of the Monterey Peninsula) said the signage clause was impossible to work with.

"That became impossible," Moselle said. "We have outstanding, long-term contracts with people who have become our good friends and supporters. We couldn't go back to those people and ask for more money.

"I'm sorry to see the race go because we've put a lot of money and effort into it. We were given the same date, but when the FIM became involved in negotiations with Bernie Eccelstone and Dorna we were told to renegotiate with Bernie Eccelstone. We did, but the date didn't work and they had other demands that we couldn't accommodate."

The loss of the race is a blow to American road racing fans, who now lose out on the opportunity to see the world's best race at Laguna.

"I'm very disappointed that we can't race in America," two-time World Champion and three-time U.S. GP winner Wayne Rainey said. "It was my home race and the only opportunity I had to race in front of American race fans — now I don't have that chance. I don't know if it was money, or a calendar problem. I don't know the details, I just know that it's off — and that's a shame."

The only bright news to come from the announcement is that Laguna Seca will host a round of the AMA Superbike National Championship on April 24-26. The AMA hasn't held a National event at the northern California facility since 1987; the AMA first held a race at the northern California facility in 1972.

"My regret is tempered by the fact that we will continue with the AMA and run the Toyota Grand Prix of Laguna Seca," Moselle said. "It will be one hell of an event and we'll be back in full force with a bigger and better AMA program than we've ever had. Our hope is that Laguna Seca will be synonymous with first-class motorcycle racing."

Laguna Seca and the AMA, though, apparently aren't the only ones having problems with the new Eccelstone/Dorna/FIM triangle. The French Motorcycling Federation issued a strongly worded statement to the press on January 2, calling upon the FIM and national federations to drop plans to run the 1992 Grand Prix Championship with the new group.

The reaction from the French federation comes three weeks after organizers of the Paul Ricard and Le Mans circuits flatly told other race organizers at a pre-Christmas meeting of the Roadrace Organizers' and Promoters' Association (ROPA) that the only way to stop Eccelstone and Dorna would be a united stand by ROPA. Italian organizer Maurizio Flammini supported the French and said that under the conditions offered by Eccelstone, the Flammini Group would "no longer be in the Grand Prix business." However, most of the ROPA representatives present, while showing sympathy for the French position, admitted that they had already signed contracts or pre-contracts with TWP.

Circuits and organizers that have already signed contracts are Suzuka (Japan), Eastern Creek (Australia), Shah Alam (Malaysia), Hockenheim (Germany), Jerez and Catalunya (Spain), Kyalami (South Africa) and Donington Park (England). Eccelstone himself is said to be the organizer of the GPs scheduled for Hungaroring (Hungary), Spa-Francorchamps (Belgium) and Interlagos (Brazil), so it appears that TWP is very close to having the 14-race GP schedule considered ideal by IRTA and the sponsor association.

New owners put KTM back on track

As reported in our last issue, in late November, 1991, KTM Austria filed for bankruptcy protection and an offer and operational concept had been presented to a trustee to take over the Sportmotorcycle division of the firm. On December 30, 1991, there was an official takeover of the division.

The new ownership group consists of five European KTM distributors, a Swiss investment group, and several members of the previous KTM management team, all of who had experience in the Sportmotorcycle division. According to a press release issued by KTM America, the takeover was accomplished without any interruption in business at the KTM factory in Austria.

The new company, KTM Sportmotorcycle GesmbH-International, will concentrate on the development and worldwide sales of their motocross, enduro and four-stroke LC4 models. According to Rod Bush, president of KTM America, "Management is confident that by focusing solely on the production and development of sport motorcycles, it will ensure a stronger company and maintain the reputation KTM has for building high quality, performance machines."

Production operations at the KTM factory have resumed as planned following the factory's normal Christmas holiday break.

Some restructuring will take place at KTM America in order to meet the goals of the new parent company. "However, the delivery of spare parts, motorcycles and services to KTM dealers and customers will continue at the current standards," Bush said.

It has also been confirmed that factory KTM motocrosser Mike Fisher and AMA National Enduro Champion Jeff Russell will again pursue their racing efforts on KTM in 1992.

lowering fatalities to a projected 41,350 deaths, or 1.9 fatalities per hundred million vehicle miles traveled. "This marks the lowest number of lives lost in one year since 1962," Curry said. "Motorcyclists have done a good job of helping reduce fatalities. During the discussion, which was attended by AMA Washington Representative Jim Bensberg, Curry pledged to continue NHTSA's efforts to improve motorcycle safety by briefing his eventual successor on the subject. The Federal Aviation Administration (FAA) is the next stop for Curry, who could be confirmed as head of the FAA by the Senate as early as this month. Bensberg received assurances from Curry that motorcycle safety programs and the operative Pro-Rider public awareness campaign, run by the AMA under a grant from NHTSA, will continue.

Belgian **Jacky Martens** has inked a deal with **Husqvarna** to campaign the 1992 World Championship 500cc MX Series. Martens, who finished runner-up to Georges Jobe in the 1991 series, will ride a Husqvarna WMX610 four-stroke. The last time a rider won a 500cc MX GP on a four-stroke motorcycle was in 1969, when Englishman Dave Nicoll scored the overall victory in Luxembourg on a BSA.

If you're planning to attend the **Gold Strike World Championship Hare & Hound** and/or the **Mesquite Gran Prix**, be advised that the dates of the races have been changed. The Gold Strike is now set for January 17-19, and the Mesquite GP February 28-March 1. For more information call Best of the West 702/457-5775.

Malcolm Smith Racing has officially announced its **1992 MX and off-road race team** riders. They are three-time National Enduro Champion Randy Hawkins, four-time National Enduro Champion Terry Cunningham, 1987 enduro champ Kevin Hines, Jimmy Lewis, Duane Connor, Kelby Pepper, Steve Hatch, Dave Bertram, Jan Hrehor, Kurt and Aaron Hough, and motocrossers Guy Cooper, Mike LaRocco and Ezra Lusk.

The **AHRMA-West/NorCal Awards Banquet** will be held at the Picadilly Inn in Fresno, California, on Saturday night, January 18. Two-time 500cc MX World Champion Jeff Smith, the executive director of AHRMA, will be the guest speaker. Tickets are $25 per adult ($12 for children under 12) and they're available from: AHRMA, P.O. Box 882, Wausau, WI 54402. For more information, call 209/252-9053.

Texarkana Honda in Texarkana, Texas, is hosting an **open house** on January 25 in conjunction with the opening round of the AMA National Championship Hare Scrambles Series that takes place on January 26 in Atlanta, Texas. Defending Hare Scrambles and Cross Country Champion **Scott Summers** and 1989 Hare Scrambles Champion **Scott Plessinger** will be on hand to sign autographs and answer questions. Also, Summers' mechanic **Fred Bramblett** will host a Honda XR setup seminar, as will **Jack Penton** with KTM motorcycles. For more information, call 903/831-5500.

According to the Sydney (Australia) Daily Herald, **Wayne Gardner** has signed a one-year contract with Honda that will pay him **$3.2 million**. The contract will make Gardner Australia's highest paid sportsman, only weeks after it appeared the 1987 World Champion would not have a ride in 1992. According to the newspaper, Gardner received a letter from Honda at the end of November terminating negotiations and wishing him luck for the future. A week later, Gardner sent a letter to the president of Honda thanking him for the years of backing and explaining why he would not be back in '92. Almost immediately Gardner was called to Japan where, after three-and-a-half hours of negotiations with the head of HRC, he walked away with all his requests granted. "I got everything I wanted, that's why I'm extremely happy," Gardner said. "I've done the best I've ever done and financially it's the best by a long shot."

Three-time Nelson Ledges 24-Hour winner **Heschimura Racing** will campaign a Honda CBR900 in the WERA National Endurance Series and selected AMA/CCS endurance events in 1992. The Bob Hesch-owned team will consist of Steve Pinkley, Fritz Thomas, Bill Wilke and Ron McGill and will receive backing from Northgate Honda. The team is looking for additional support and can be reached at 412/935-5543.

Two-time World Champion **Wayne Rainey** has been riding a 100cc minibike in southern California and will begin riding a 250cc motocrosser shortly. Rainey, who is recuperating from a broken leg, is hoping to make the Marlboro Roberts Yamaha test session in Malaysia on January 26. "It's coming along," Rainey said. "I don't have full range yet, but it's to the point where if I fall it won't break again. The scar tissue is the only thing preventing me from having full range of motion. It seems like forever since I rode a motorcycle. I was tentative in putting my foot down at first, but it's nothing. It really hurts more working out than it does riding. I'm really happy with my progress."

Harrison Reno, 81, a former dirt track racer and owner of Harrison Reno Honda in San Bernardino, California, passed away on December 16 from complications of pneumonia. Reno is survived by his wife, Buffy.

Five-time 500cc MX World Champion **Roger DeCoster** will ride a **Manx Norton** in the AHRMA PaceRace at Daytona International Speedway on March 2. The PaceRace is an event that allows riders with priceless and significant machines to lap at controlled speeds and passing is not allowed. Although he went on to earn his fame in the dirt, DeCoster says he had a poster of a Manx Norton on his wall as a youth and always dreamed of riding one.

Two-time Grand National Champion **Gary Nixon** will also take part in the AHRMA vintage road race meet at Daytona on Monday, March 2. Nixon will compete aboard a Matchless G50 as a member of Team Obsolete. Other members of the team include multi-time AHRMA champ **David Roper** (G50 and Ducati 750 short-stroke), **Don Vesco** (Manx Norton), **Yvon DuHamel** (ex-Dick Mann BSA 750 triple), and **John Cronshaw** (G50), the three-time winner of England's Classic Bike Championship. A course change will see AHRMA competitors riding much of the famed Daytona high-banked tri-oval this year.

BMW of North America has announced that its 1992 riding safety-related promotional programs will concentrate on the Motorcycle Safety Foundation's nationwide network of rider training courses. A free **MSF RiderCourse** will continue to be offered with the purchase of a new BMW motorcycle to encourage riders to improve their skills through training. However, BMW will no longer offer the choice of a free CLASS course with the purchase of a new bike. BMW said that limited access to race tracks across the country that host CLASS, the motorcycle riding safety school owned and run by former AMA Superbike Champion Reg Pridmore, made it impossible for the majority of BMW purchasers to take advantage of the offer. BMW will continue its major support of CLASS.

The five-round **Canadian Motorcycle Association Ice Racing Series** gets underway on January 26 in Bracebridge, Ontario. The following rounds will all take place in Quebec (February 1, Aylmer; February 9, Val D'Or; February 16, Repentigny; and February 23, St. Narcisse. Series prize money totals $22,000 and $250 will be awarded to any American who can win the 600cc Expert class at one of the last two rounds. For more information, call Buddy Ford at 514/654-8193.

Bieffe USA, the North American representatives of **Bieffe Helmets** will post more than $230,000 in contingency money for the '92 race season. Bieffe's contingency program covers the Camel Supercross Series, Camel Pro Series, AMA National Championship MX Series, AMA National Championship Road Race Series, and the WERA Pro Series. For more information, contact Mark Handleman at 408/436-8098.

Dirt track racers will have an opportunity to blow the cobwebs out of their machines at the **12th Annual Pre-Daytona Half Mile** which will take place at Devils Bowl Speedway in Dallas, Texas, on Sunday, February 23. Promoter Bob Bagwell will be offering Amateur and Vintage class races along with a full Pro-Am program. For more information, call 214/216-5520.

The **21st Annual NMA World Mini Grand Prix** will take place at Las Vegas Motocross Park in Nevada on April 24-26. The '92 NMA Grand Nationals at Ponca City, Oklahoma, will be run August 5-9.

MARRIED: Former Cycle World magazine editor Alan Girdler, to Nancy Tucker, November 23, in San Juan Capistrano, California.

BORN: Kyle Scott Carruthers, son of *Cycle News* associate editor Paul Carruthers and his wife Joni, in Orange, California, December 26.

BORN: James Edward Forbes, son of Clyde and Jennifer Forbes, owners of Class Act Cycle, in Elizabethton, Tennessee, December 18.

CORRECTION: Contrary to what was printed in the ad placed by the Desert Vipers M.C. in issue #50, a $4000 — not $400 — purse will be up for grabs in the Pro class at the February 1-2 Adelanto Grand Prix in Adelanto, California. The Pro class race will be held on Saturday.

BORN: James Anthony Holley, son of former factory Yamaha motocrosser Jim Holley and Melissa Edwards, in Glendale, California, January 4.

DeAnza closed for improvements

DeAnza Cycle Park in Moreno Valley, California, has been closed for an indefinite period of time while improvements are made to the popular riding area. The closure went into effect on January 2.

According to Bud German, deputy director of Riverside County Parks, the closure will only be temporary and will allow for the Riverside County Parks Department to make approximately $4 million in improvements. That money comes from the state's "Green Sticker" fund and was issued several years ago. Lee Chauvet, deputy director of the off-highway vehicle division of the California Department of Parks and Recreation, says that the state will work with the county to reopen the park.

A statement released by the Riverside County Parks Department said, "The county is completing plans and specifications for many improvements to the park's riding tracks, utilities, day use, entrance and landscaping/drainage. Upon approval by the state granting agency, the county will obtain a contract to begin construction, hopefully in March. All improvements are expected to be completed by October 30, 1992. and the park will reopen shortly thereafter."

According to German, the early closure will allow Doug Hall, the concessionaire who ran DeAnza, time to dismantle and remove his property. Hall contends that the closure was due to a multi-million dollar lawsuit filed by a rider who was injured at DeAnza.

"It was closed down because the (Riverside) county supervisor is afraid of more lawsuits," claims Hall, whose contract expired with the county on January 2 and wasn't renewed.

Roy Hord, administrative assistant to supervisor Norton Younglove whose district includes DeAnza, denied that the closure was made because of the lawsuit and said the decision to close DeAnza for improvements was made by the Riverside County Parks Department and that Hall's operating license agreement with the county had expired.

"When the improvements are complete, there will be a new request for proposals by operators, and Hall can apply," said Hord.

Hall plans to submit a proposal, but is doubtful that the park will reopen for some time.

"The county hired planners about three years ago, but then told the state they had no manpower to develop DeAnza," says Hall. "The only thing we got was fencing. They were supposed to have everything done in December, 1990.

"They don't like me because I complain about the slow process of getting things done. It's up to the parks directors to pick who will operate DeAnza."

The closure caught park users off-guard, but according to Hord, it shouldn't have been a surprise since Hall's contract was due to expire.

Hall, who thought he had another year on his permits, said, "I knew the permit renewal would be coming up, but I had no idea it (the closure) was coming."

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ON THE FRONT PAGE:

Hundreds of riders kicked off the new motocross season at the opening round of the Florida Winter AMA MX Series, held at Gatorback Cycle Park in Gainesville. For race coverage, see page 6. Photo by Anne Adair.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

The old guard

Looking at the past few issues of *Cycle News*, I noticed that a few of the larger superbike teams, such as Commonwealth Racing, Fast By Ferracci, Two Brothers Racing and Yoshimura Suzuki, are looking for a fast and capable rider. It seems to me that Randy Mamola would be an excellent choice. He is available, experienced and as fast if not faster than any of the current riders in the series, and with his popularity he should put any sponsor in the limelight.

Randy Mamola in the AMA Superbike Series would give American road racing the shot in the arm it needs, pitting the old guard of former Grand Prix stars — Mamola and Freddie Spencer — against the upcoming stars of tomorrow, such as Scott Russell and Thomas Stevens.

Paul T. End
Norristown, PA

Mamola is available, experienced and fast, but he's also expensive. Mamola enjoyed years on the GP circuit, where annual salaries for top 500cc class riders are in the seven-digit range, that is, a million or more dollars per year. It's reported that Wayne Gardner will receive over $3 million for his efforts with the Rothmans Honda team in '92. In contrast, it's our understanding that none of the top AMA Superbike Series competitors came even near making $100,000 in salary last year . . . Editor.

Open letter to Bayle, Matiasevich

Please forgive me if I am off-base, but the report in the December 11 issue on the AMA Professional Awards Banquet really put both of you in a very bad light. On page 22 of that same issue, you — Jeff Matiasevich — were headlined for winning a local MX at Perris, California. I agree there is nothing like a good day of racing, however, don't you think that Tom Karr, Jim Karins and Jill Thompson of Coors, the company which sponsored the Coors Light Silver Bullet Showdown, would have appreciated your personal acceptance of their $25,000 check? Not to mention your saying thank you to them in person with a few kind words and some publicity for Coors?

And to you, Jean-Michel Bayle, don't you think it would have been a bit more palatable for the American MX public to accept you if you would have shown up to collect a record three American championships? Or possibly sent an acceptance video or a close relative or something?

Jeff and Jean-Michel, as long as you are accepting sponsorship of your sport and competing in that sport for championships, you had better think about taking care of your basic responsibilities to the end. Remember, guys, even the brightest stars can become falling stars.

Wally Tunison
Rumson, NJ

Missing the boat

I am writing in regards to a situation which has been bugging me and perhaps other readers. I am referring to the fact that although the indoor short track races at the Timonium Fairgrounds in Maryland receive excellent coverage, I never see these races listed in the Calendar section. The stories make me drool, and I'd love to go see the action in person, but a schedule is lacking. As I understand it, Calendar listings are free, and it seems like the promoters are missing the boat by not taking the time to mail you a schedule of events.

If there is a way to remedy this situation, you can bet I (and probably others) would make the ride to Maryland to catch the action.

Joe Wilson
Crewe, VA

Calendar listings are free and we even provide a Calendar listing form (see Calendar section). Promoters can photocopy the blank if submitting more than one date . . . Editor.

Living in the past

The comments between letter writer Gary Lozano and the editor comparing Jay Springsteen and Scott Parker's records with King Kenny Roberts' record are a little ridiculous.

Neither Springsteen nor Parker ever won a National Championship race that lasted 30 minutes. If I am wrong, advise me as to where and when it was staged. Springsteen has 633 miles of racing National events, Parker has a total of 390 miles. King Kenny raced at much higher speeds in the fast lane with the world's best. His engines ran top speed for one and one-half to two hours and he covered 2435 miles in all types of racing. Comparing his achievements to these two riders takes me back to the letter from Cecil Golden in issue #44.

Well, I was not born yesterday, but by following National racing for over 50 years, I do know that Parker would not make a good patch on Resweber's pants. Parker never won one National that lasted more than 20 minutes. It does not require much stamina or stress to run a 20-minute race, nor does it require a highly-tuned engine. So, don't try to compare any of our 20-minute racers that are only dirt trackers to our top racers of yesteryear, like Kretz, Campanale, Rayborn, Reiman, etc.

They used to run the Langhorne 100-mile race, average over 90 mph and never make a pit stop on Harleys, not Bill Werner-tuned. This year they gave Werner a factory award for his technical management in tuning factory racers. He is a spin-off of the Dick O'Brien era. They have not had an engine or a rider that would be competitive in all types of world competition since the mid-sixties. Werner's 20-minute engines and riders would never survive the 1940 to '70s era. You all should know that.

John Hilliard
Salem, OH

Using your logic, can we now say that Carroll Resweber would not make a good patch on Joe Petrali's pants or the pants of Jim Davis, Red Wolverton, etc. because Resweber never rode 300-mile or 200-mile dirt track races and five of his 19 National wins came in 10-lap races on half-mile tracks. By the way, we have no idea how you came up with the total miles you credit each rider with. For example, you credit Springsteen with 633 miles. He has more than that at just one track, having turned in 701 miles in five starts in the Daytona 200. . . . Editor.

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

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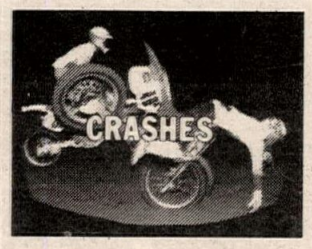

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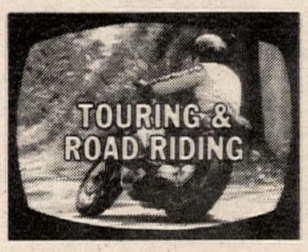

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

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(#123A) 1991 Calif. State Speedway C'ship
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(#134A) '91 CA State Sidecar Speedway C'ship
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(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

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(#116) Racing into History
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(#130) It's a Triumph
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(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#77) 1989 International 6-Day Enduro
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(#95) Paris To Dakar 1989
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(#108) A Twist of the Wrist
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(#111) "The Matazattack Video"
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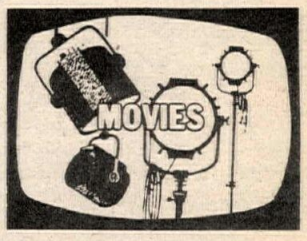
(#135) Street Smarts
The advanced course in urban street-riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles of experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Motovideo.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
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(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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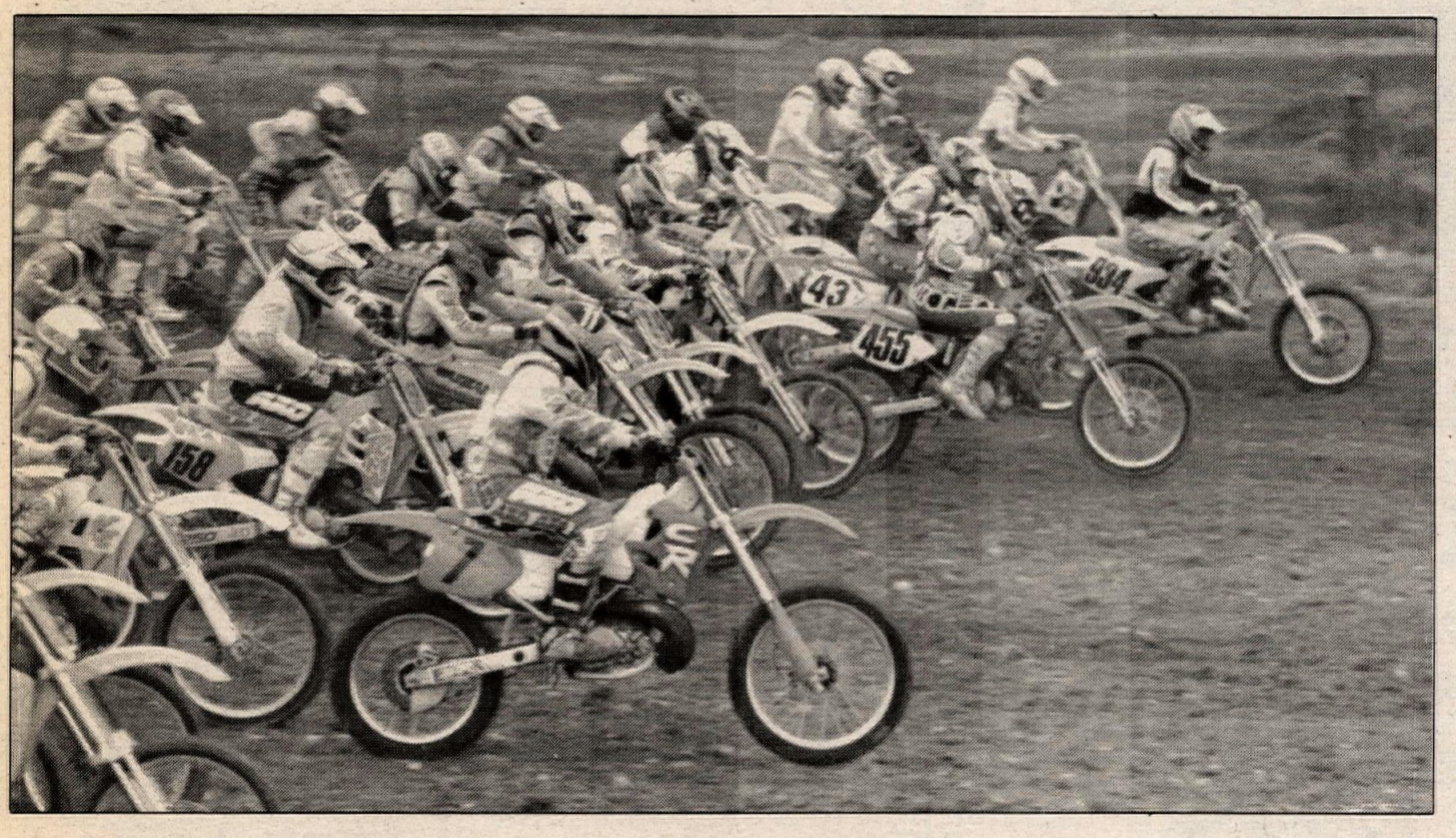
MOTOCROSS Florida Winter AMA Series: Round 1

Jeromy Buehl (36), Hayden Richards (842), Billy Schlag (489), and Edward Walstrom (297) funnel into the first turn ahead of the 125cc Pro class at the start of moto one.

A record turnout of 881 entrants filled the starting lines and made a good jump essential to reaching turn one with the holeshot.



Swink, Ferry shine at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, DEC. 28-29

The opening round of the 22nd running of the Florida Winter AMA MX Series attracted a record turnout of 881 riders from 32 states, Canada, England and South Africa to the Gatorback Park MX facility, as Suzuki's Brian Swink and Kawasaki Team Green's Timmy Ferry scored the 125 and 250cc Pro class wins.

Swink used a perfect 1-1 score to clinch the 125cc Pro class win, while Ferry used a consistent 1-3 combination to wrap up the 250cc Pro class victory. Ferry also landed third overall in the 125cc division.

Significant cash contingency programs offered by Yamaha, Suzuki, Kawasaki and Honda at the World-Sports-promoted/AMA-sanctioned event were perhaps a big reason for the large turnout of racers. For example, New York's Chris Coleman, who finished second in the 250cc Pro class on a Yamaha YZ250, said, "Yamaha will award me $2000 for today's race. This is really what keeps a lot of us on the circuit."

In the first 125cc Pro moto, Jeromy Buehl got the ball rolling with the holeshot, but two laps later, Swink shot his Suzuki past the Honda rider for the lead. Swink led the pack for the next five laps until Ferry moved up and shot by Swink for the second lead change of the moto.

Ferry looked to be headed to a sure victory, but with two laps remaining, he rode past the pit area pointing to his shift lever. Soon after Swink slipped by Ferry and moved back into the front position. Ezra Lusk, who was running third, also motored by Ferry for third, making the final finishing order Swink, Lusk, Ferry, Jeromy Buehl and Vince DeVane.

After the race, Ferry said, "The transmission was stuck in third gear and I couldn't hold Brian (or Ezra) off."

After finishing a disappointing fourth, Lusk said, "I have a lot of confidence, but my conditioning is off. I hurt my shoulder in Paris and took a month off."

Lusk blasted into the early lead in the second moto with Swink hot on his heels. For most of the race, Lusk was in command until Swink began to challenge for the lead, eventually forcing his way around the front-runner.

"Ezra was setting a fast pace, so I basically took him with a block pass," said Swink.

"I was dicing with Brian; I went inside and missed a shift," said Lusk.

Suzuki-mounted DeVane, who was running third for most of the moto, eventually passed Lusk late in the race for second. Swink scored the moto win and overall, ahead of DeVane (fourth overall), Lusk (second overall), Ferry and Buehl. Rounding out the top 10 overall were Buehl, Barry Carsten, Billy Schlag, Anthony Paggio, Ross Pederson and Billy Whitley.

Tim Ferry made up for a so-so start to win the first 250cc Pro moto. Ferry's last victim was Justin Jackson who led for much of the race after passing Canadian Ross Pederson early on. Jackson ended up second in the moto, while Gene Naumec battled back up from last place to finish third. Chris Coleman was fourth and Pederson fifth.

Jackson said after the race, "I made

my move early. I knew that those guys would run away if I didn't. My arms pumped and I had to back off."

Naumec said, "I charged hard after a bad start. I had the flu this week and I think my tongue was getting caught in the spokes."

Pederson grabbed the holeshot in the second moto, but it was Brian McElroy who controlled the race. After a third-place start, McElroy quickly moved into second then shot by Pederson and went on for the win.

"I got a bad pick on the start line in the first moto and struggled back in eighth," McElroy said. "This time, I was hard-pressed to lead. It (leading) felt uncomfortable at first."

Pederson held off Coleman and Ferry for second place until the final lap.

"Chris (Coleman) passed me and I made the mistake of following him. He got stuck in a rut; I bumped him and Ferry got by me."

Ferry, who clinched the overall win via his second-moto third, said, "I didn't take any chances, but I wanted to get by Pederson and try for the moto win. McElroy was too far ahead."

Finishing fourth in the moto was Pederson, while Kurt McMillen, who was sixth in the first moto, was fifth.

In the all-new Vet Pro class, Alan Andrew scored the first-moto victory after passing Ricky Palmer, Kip Bigelow and Don Grahn.

"I wanted to take it easy and save myself for the 250cc Pro class, but these guys were in a hurry," said Andrew.

Andrew came back and won the second moto as well, scoring the overall victory ahead of Grahn, Steve Martin, Palmer and Timothy Smith.

Scott Sheak and Tim Ferry aced the 125 and 250cc Expert classes on Saturday.

Even though he was unable to win either moto, Sheak scored the 125cc victory over moto winners Anthony Paggio and Ferry.

Sheak and Ferry battled neck-and-neck in both 250cc motos, with Ferry emerging on top with a 2-1 tally.

"Scotty (Sheak) really set me up on the last lap to win the first moto," said Ferry. "I held him off in the final moto."

Chaz Northey and James Stewart battled back and forth in the Pee Wee class. The two riders shared moto victories, but it was Northey claiming the overall win by way of the tie-breaking second-moto victory.

There was plenty of action in the 80cc class, though the closest race was in the 14-15 division, where Kevin Windham, Robbie Skaggs, Ritchie Horton and Jarret Tipping battled back and forth. In the end, it was Windham who was victorious, while Skaggs came back to win Sunday's Super Mini class over 12-13 class winner Ricky Carmichael. CN

Jim Neese (3) races ahead of his 250cc Expert class rivals. Neese finished third overall behind Scott Sheak and winner Tim Ferry.

Chaz Northey (11) chases Brian Gray (77) in a Pee Wee class moto. Northey claimed the overall win over James Stewart (259).

Results

125 PRO: Brian Swink (Suz) 1-1; 2. Ezra Lusk (Suz) 3-3; 3. Timmy Ferry (Kaw) 2-4; 4. Vince DeVane (Suz) 5-2; 5. Jeromy Buehl (Hon) 4-5; 6. Barry Carsten (Suz) 6-6; 7. Billy Schlag (Kaw) 7-8; 8. Anthony Paggio (Kaw) 8-11; 9. Ross Pederson (Suz) 10-10; 10. Billy Whitley (Suz) 12-9.

250 PRO: 1. Timmy Ferry (Kaw) 1-3; 2. Chris Coleman (Yam) 4-2; 3. Brian McElroy (Suz) 8-1; 4. Ross Pederson (Suz) 5-4; 5. Gene Naunec (Kaw) 3-6; 6. Kurt McMillen (Suz) 6-5; 7. Jim Nuse (Kaw) 12-8; 8. Kevin Foley (Kaw) 10-10; 9. Tommy Martin (Hon) 11-11; 10. Justin Jackson (Kaw) 2-23.

VET PRO: 1. Alan Andrew (Hon); 2. Don Grahn (Hon); 3. Steve Martin (Hon); 4. Ricky Palmer (Hon); 5. Timothy Smith (KTM).

125 A: 1. Scott Sheak (Kaw); 2. Barry Carsten (Suz); 3. Jim Neese (Kaw); 4. Timmy Ferry (Kaw); 5. Anthony Paggio (Kaw).

250 A: 1. Timmy Ferry (Kaw); 2. Scott Sheak (Kaw); 3. Jim Neese (Kaw); 4. Billy Schlag (Kaw); 5. David Beckington (Kaw).

P/W: 1. Chaz Northey (Yam); 2. James Stewart (Yam); 3. Jeremy McDow (Yam); 4. Nicholas Vargo (Yam); 5. Mathew Beatty (Yam).

65 7-11: 1. Jessie Ballard (Kaw); 2. Matt Walker (Kaw); 3. Donald Leddy (Kaw); 4. Josh Scott (Kaw); 5. Joshua Summey (Kaw).

85 7-11: 1. Mark Burkhart (Hon); 2. Matt Walker (Kaw); 3. August Lausberg (Kaw); 4. Donald Leddy (Suz); 5. Jeremy Shuttleworth (Kaw).

80 12-13: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Joshua Sweat (Suz); 4. Shae Bentley (Kaw); 5. Brian Thernaug (Suz).

85 14-15: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Jarrett Tipping (Suz); 4. Richie Horton (Kaw); 5. Danny Haynes (Kaw).

S/MINI: 1. Robbie Skaggs (Kaw); 2. Ricky Carmichael (Kaw); 3. Jeff Easley (Hon); 4. Scott Pinson (Suz); 5. Andy Bowyer (Suz).

125 12-15: 1. Keith Troccoll (Kaw); 2. Anthony Pocorobba (Hon); 3. Kevin Windham (Kaw); 4. Doug Dehaan (Suz); 5. Ramsey Bulkeley (Hon).

16-24: 1. Ryan Reynolds (Hon); 2. Dustin Rounds (Yam); 3. Ray Mitchell (Hon); 4. Andrew Despain (Hon); 5. Chad Thompson (Hon).

WMN: 1. Cindy Cole (Yam); 2. Kim Sybert (Hon); 3. Beth Rewis (Yam); 4. Susan Rothmaier (Hon).

PLUS 25 A: 1. Fred Andrews (Suz); 2. Kevin Foley (Kaw); 3. Kurt McCillen (Suz); 4. Earl May (Yam); 5. Ricky Palmer (Hon).

PLUS 25 B&C: 1. Wyndell Kern (Hon); 2. John Havens (Yam); 3. Mike McConville (Hon); 4. Chuck Nobles (Hon); 5. Graham Kimble (Hon).

PLUS 30 A: 1. Ricky Palmer (Hon); 2. Kip Bigelow (Hon); 3. Timothy Smith (Kaw); 4. Bart Lucas (Hon); 5. Ron Jones (Yam).

PLUS 30 B&C: 1. Rusty Sayres (Yam); 2. John Havens (Yam); 3. Phillip Page (KTM); 4. Dell Miller (Suz); 5. Jay McClellan (Yam).

PLUS 35: 1. Don Grahn (Hon); 2. Bart Lucas (Hon); 3. Tim Smith (KTM); 4. David Bowman (Suz); 5. Ron Jones (Yam).

PLUS 40: 1. Barry Nayo (Hon); 2. Woody Strickland (Hon); 3. Thomas Bragg (Hon); 4. Warner Wilbourn (Kaw); 5. Dave Curry (Kaw).

125 B: 1. Andy Despain (Hon); 2. Dou Dehaan (Suz); 3. Brian Behrmann (Suz); 4. Anthony Pocorobba (Hon); 5. Edward Ray (Kaw).

250 B: 1. Anthony Pocorobba (Hon); 2. Brian Behrman (Suz); 3. Adam Merrick (Suz); 4. Dustin Rounds (Yam); 5. Mark Booker (Yam).

500 NOV: 1. Kevin Knight (Hon); 2. Wyndell Kevin (Hon); 3. Rick Lee (Hon); 4. Phillip Page (KTM); 5. Chris Shortridge (Hon).

Tim Ferry (left) and Brian Swink were honored at the awards presentation for their respective victories in the 250 and 125cc Pro classes.

125 C: 1. Freddie Mitchell (Suz); 2. Allan Kundrot (Suz); 3. Jeromy Fogg (Kaw); 4. Sevin Lampe (Hon); 5. Jacob Kielty (Suz).

250 C: 1. Greg Tysor (Suz); 2. Dell Ellanson (Hon); 3. Charles Nobles (Hon); 4. David Hodges (Kaw); 5. Michael Suddeth (Yam).

FACTORY SUPPORT

The 1992 (HTAC) Husqvarna TransAmerican Championship Cash Contingency Program.

HTAC 1992 CASH CONTINGENCY PROGRAM

AMA NATIONAL ENDURO SERIES
9 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A 4-Stroke A
1st place each class **$200.00** 2nd place each class **$75.00**

AMA NATIONAL HARE SCRAMBLES SERIES
9 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A 4-Stroke A
1st place each class **$200.00** 2nd place each class **$75.00**

AMA NATIONAL CROSS COUNTRY SERIES
12 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A 4-Stroke A
1st place each class **$200.00** 2nd place each class **$75.00**

AMA NATIONAL HARE & HOUND SERIES
7 Events X 6 Classes:
125 B 250 B Open B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A
1st place each class **$200.00** 2nd place each class **$75.00**

BLACKWATER 100
1 Event X 10 Classes:
125 B 250 B Open B 4-Stroke B Senior Class B*
125 A 250 A Open A 4-Stroke A Senior Class A*
*1st place each class **$200.00** 2nd place each class **$100.00**

ALLIGATOR ENDURO
1 Event X 8 Classes:
125 B 250 B Open B 4-Stroke B*
125 A 250 A Open A 4-Stroke A*
*1st place each class **$200.00** 2nd place each class **$100.00**

AMA ISDE QUALIFIER SERIES
7 Events X 5 Classes:
(LETTER OF INTENT RIDERS ONLY)
125 Class / 250 Class / 500 Class / 350 4-Stroke / 500 4-Stroke
1st place each class **$250.00**
* * * Extra Bonus for Riders that Compete on 1992 ISDE
Gold Medal **$1,500.00**
Silver Medal **$750.00**
Bronze Medal **$200.00**

NETRA ENDURO SERIES
10 Events X 14 Classes:
125 B / 250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.*
125 A / 250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.*
*1st place each class **$200.00** 2nd place each class **$100.00**

SETRA ENDURO SERIES
10 Events X 14 Classes:
125 B / 250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.*
125 A / 250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.*
*1st place each class **$200.00** 2nd place each class **$100.00**

ECEA ENDURO SERIES
10 Events X 14 Classes:
125 B / 250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.*
125 A / 250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.*
*1st place each class **$200.00** 2nd place each class **$100.00**

ROCKY MOUNTAIN ENDURO CIRCUIT (RMEC)
8 Events X 10 Classes:
125 A 250 A Open A Senior A 4-Stroke A*
125 B 250 B Open B Senior B 4-Stroke B*
*1st place each class **$200.00** 2nd place each class **$100.00**

BLACKJACK ENDURO CIRCUIT (BJEC)
8 Events X 10 Classes:
125 A 250 A Open A Senior A 4-Stroke A*
125 B 250 B Open B Senior B 4-Stroke B*
*1st place each class **$200.00** 2nd place each class **$100.00**

TEXAS CROSS COUNTRY SERIES
8 Events X 8 Classes:
Expert 125 250 Open 4-Stroke*
Amateur 125 250 Open 4-Stroke*
*1st place each class **$200.00** 2nd place each class **$100.00**

MID SOUTH CHAMPIONSHIP SERIES
8 Events X 8 Classes:
Expert 125 250 Open 4-Stroke*
Amateur 125 250 Open 4-Stroke*
*1st place each class **$200.00** 2nd place each class **$100.00**

DISTRICT 36 & 37 ENDURO & HARE SCRAMBLES (California)
18 Events X 12 Classes:
125 B 250 B Open B 4-Stroke B B Sr. B Vet.*
125 A 250 A Open A 4-Stroke A A Sr. A Vet.*
*1st place each class **$200.00** 2nd place each class **$100.00**

SOUTHEASTERN ENDURO RIDERS ASSOCIATION
8 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B*
125 A 250 A Open A 4-Stroke A AA*
*1st place each class **$200.00** 2nd place each class **$100.00**

Note: These are the only races eligible for HTAC points and HTAC cash contingency.

ELIGIBILITY REQUIREMENTS
- Only 1991 & 1992 Husqvarna models are eligible and riders must complete a 1992 HTAC Championship form for each event, including IRS Form W-9.
- All riders winning $600 or more in gift certificates or cash (total for calendar year 1992) will receive IRS Form 1099 reflecting the total won (this amount is reported to the IRS) and will be responsible for all taxes.
- Contingency will be paid to registered owner only per the warranty registration card submitted to CNA by the dealer at time of purchase.
- Cagiva will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.
- Minimum of five (5) riders in a class to qualify for contingency.
- Contingencies are paid only once at dual-sanctioned events.
- All winning riders competing in Husqvarna "Cash Contingency Program" will receive a check direct from Cagiva N.A.. All riders competing in HTAC Program will receive "HTAC DOLLARS" gift certificate, valid until expiration date toward the purchase of a Husqvarna motorcycle or genuine Husqvarna parts & accessories at any authorized Husqvarna dealer nationwide.

Your Chance to Steal Lots of **Cash!**

There's hundreds of thousands of dollars in cash for the taking! So you can roost all the way to the bank on a Husqvarna!

The HTAC Cash Contingency Program is roaring in 1992! Now you can win big bucks at all your favorite events, just by joining the HTAC program and riding your Husqvarna. How much money? A first place finish gets you a check for up to **$200** direct from Husky. Second earns you up to **$100**. Medals at the ISDE are worth up to **$1,500**! With so much cash in our vault, a Husqvarna is the fastest getaway vehicle. You'll leave the competition saying "We was robbed!"

Easy to Qualify

Look for the HTAC Championship Form elsewhere in this publication, or pick one up from your dealer. Send it in to Husqvarna after your next race, and you'll be sent a check straight from Husky for a first or second place finish. You can also win in our HTAC Points Program—and take home even more at season's end! With hundreds of thousands of dollars in cash for the taking, you'll be roosting all the way to the bank on your Husky!

Built to Build Your Confidence Since 1903

Husqvarna
THE FINAL STEP UP

The 1992 Husqvarna TransAmerican Championship (HTAC) Points Program.

HTAC Is Your Ticket to a Factory Ride!

HTAC is the only program you can make points in simply because you ride a Husky...and if you do well, you'll make even more points! It's the biggest factory-backed support effort in Husky history at the local, regional and national level. If you race enduro, hare scrambles or desert, HTAC will pay you to win on a Husky. Maybe even win you a ride on Team Husqvarna next season.

Score More In Our HTAC Points Program.

Each HTAC-sanctioned event pays you 30 HTAC Points for first place (each HTAC Point is worth one dollar). 40 HTAC Points for first Husqvarna. We pay all the way to 20th place. Your six best sanctioned events will count for HTAC Points (minimum of five riders to make a class).

You don't have to be a Pro. HTAC Points are paid to A, B and C enduro riders, and Expert Amateur and Novice hare scrambles and desert riders! Here's how the points are awarded:

HTAC Points against other Husqvarna riders in class:

1st	40 HTAC Points
2nd	30 HTAC Points
3rd	20 HTAC Points
4th	10 HTAC Points
5th thru 20th	5 HTAC Points

And you can also make these additional points against other bikes competing.

HTAC Points against everyone competing:

1st	30 HTAC Points
2nd	20 HTAC Points
3rd	15 HTAC Points
4th	10 HTAC Points
5th	5 HTAC Points

Note: Trophies and HTAC points will only be paid to the combined three HTAC categories (enduro, hare scrambles, and desert) and only to the top combined 45 riders—five each from their HTAC class. Points and trophies will be awarded after November 30, 1992.

Easy Sign-Up

Look for the HTAC Championship Form elsewhere in this publication, or pick one up from your dealer. Send it in to Husqvarna after your next race, and you'll immediately start building points toward a huge season-end payoff! You can also score our cash contingency awards—and win even more!

Join the Husqvarna TransAmerican Championship for 1992. More than ever before, it pays to race a Husky!

HusqvarnaNews

Husqvarna TransAmerican Championship Was a Huge Success for 1990.

(HTAC) It's back again for 1991, and now there's more of the pie to go around!

Team News!

We'll post your race results regularly in Husqvarna News. You'll be seen in *Cycle News* too!

Built to Build Your Confidence Since 1903

Husqvarna

THE FINAL STEP UP

FACTORY SUPPORT

Husqvarna has just made competing in the TransAmerican Championship (HTAC) a lot easier!

For a limited time only you can purchase a 1991 Model Enduro or Motocrosser at some very generous savings.

* **$2450.00**—	1991 125 WXE†
	1991 125 WMX†
$2995.00—	1991 250 WXE†
	1991 260 WXE†
	1991 250 WMX†
$3435.00—	1991 350 WXE†
$3510.00—	1991 610 WXE†
	1991 610 WMX†

Husqvarna wants to help your racing career. If you purchase one of these 1991 Husqvarnas, you can compete in the Husqvarna TransAmerican Championship. You can step up to an off-road competition bike at an incredibly competitive price.

We're offering a limited number of 1991 model Husqvarna motorcycles. To help support our HTAC riders in a unique and exciting grass-roots racing series. Choose from our WXE Enduro or WMX Motocross and 4-strokes with all the dynamic features you'd expect from the bike that could make you a HTAC champion and a member of Team Husqvarna.

You have to be fast to be a winner–but Husqvarna makes it easy.

These bikes will be sold on a first-come, first-served basis. Take advantage of this generous offer, because 1991 model Husqvarnas won't last long at these low prices. Get to your dealer for details–or write to Cagiva N.A.

† Does not include registration, taxes or destination fees.
Offer good to March 31, 1992.

To find out more about these HTAC support bikes, send this coupon to Cagiva N.A.

Name _____
Address _____
City _____ State ____ ZIP ____
Phone day (____) _____
Phone eve (____) _____
Model desired _____
Area Husqvarna dealer _____

Built to Build Your Confidence Since 1903

Husqvarna
THE FINAL STEP UP

5 Washington Avenue, Fairfield, NJ 07004

The 1992 (HTAC) Husqvarna TransAmerican Championship.

Eligibility Requirements Cash Contingency/Points Programs

1. Only riders competing on 1991 and 1992 model Husqvarnas are eligible for HTAC contingencies and points in the HTAC events listed. All riders eligible for cash are eligible for points in any HTAC event.
2. Rider must compete and submit a 1992 HTAC Championship Form for each event you win, along with official results.
3. Minimum of five riders to make a class, in any event.
4. All cash contingency forms must be submitted no later than 40 days after the event.
5. Contingency winners will receive a check from Cagiva North America, Inc., upon confirmation from promoter that rider competed on a properly qualified motorcycle.
6. Husqvarna Points Program winners will receive a Husky Certificate redeemable at Husky dealers towards the purchase of parts, accessories, or a Husqvarna motorcycle. Certificates will be mailed after November 30, 1992.
7. Contingencies and points will be paid only once for events, regardless if they are dual-sanctioned.
8. Contingency and points will be paid only to the original owner of motorcycle, determined by warranty registration submitted to CNA by dealer.
9. Riders winning $600 or more will receive IRS 1099 form, and are responsible for all taxes. Riders must submit an IRS W-9 form with their first HTAC Championship form.
10. HTAC Points are paid to A, B, and C enduro riders, and Expert, Amateur, and Novice hare scrambles and desert riders.
11. First through fifth place HTAC Dollars will be awarded to the highest points holders in each division; i.e. Novice, Amateur or Expert, or A, B, and C, within the categories Desert, Hare Scrambles, and Enduro.
12. Points will be awarded based on the rider's standings both in his class and against all other Husky riders as follows:

HTAC Points against other Husqvarna riders in class:

1st	40 HTAC Points
2nd	30 HTAC Points
3rd	20 HTAC Points
4th	10 HTAC Points
5th thru 20th	5 HTAC Points

And you can win these points too: HTAC Points against everyone competing:

1st	30 HTAC Points
2nd	20 HTAC Points
3rd	15 HTAC Points
4th	10 HTAC Points
5th	5 HTAC Points

* Each HTAC Point is worth one dollar.

13. The first place winner in each HTAC class will receive a Husqvarna Trans-American Championship trophy at the end of the season (after November 30, 1992).
14. Information, rules, and eligibility requirements are subject to change.
15. All riders are eligible to win both HTAC Points and HTAC Contingency awards at each event entered.

Husqvarna
TRANS AMERICAN CHAMPIONSHIP

1992 HUSQVARNA HTAC PROGRAM AND CASH CONTINGENCY REGISTRATION FORM

Congratulations on your finish on a 1991 or 1992 Husqvarna. Please complete this form and mail it to the address below within 40 days of your win. Upon verification your cash contingency award will be mailed to you. HTAC Program gift certificates will be mailed after Nov. 30, 1992.

1992 HUSQVARNA "CASH CONTINGENCY PROGRAM" ELIGIBILITY REQUIREMENTS

- Only 1991 & 1992 Husqvarna models are eligible and riders must complete a 1992 HTAC Championship form for each event, including IRS Form W-9.
- All riders winning $600 or more in gift certificates or cash (total for calendar year 1992) will receive IRS Form 1099 reflecting the total won (this amount is reported to the IRS) and will be responsible for all taxes.
- Contingency will be paid to registered owner only per the warranty registration card submitted to CNA by the dealer at time of purchase.
- Cagiva will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.
- Minimum of five (5) riders in a class to qualify for contingency.
- Contingencies are paid only once at dual-sanctioned events.
- All winning riders competing in Husqvarna "Cash Contingency Program" will receive a check direct from Cagiva N.A.. All riders competing in HTAC Program will receive "HTAC DOLLARS" gift certificate, valid until expiration date toward the purchase of a Husqvarna motorcycle or genuine Husqvarna parts & accessories at any authorized Husqvarna dealer nationwide.

Please check preferred program:
☐ HTAC Cash Contingency Program
☐ HTAC Points Program

TEAM Husqvarna

HTAC Championship Form

NAME _____ AGE _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
( ) TELEPHONE _____ (- -) SS# _____

NOTE: CHECK JUST ONE BOX!
HUSQVARNA MODEL ☐ 125 WXE ☐ 250 WXE ☐ 260 WXE ☐ 360 WXE ☐ 350 WXE ☐ 610 WXE
☐ 125 WXC ☐ 250 WXC ☐ 360 WXC ☐ 350 WXC ☐ 610 WXE
☐ 125 WMX ☐ 250 WMX ☐ 610 WMX

MODEL YEAR _____ FRAME VIN NUMBER _____

HTAC Points Program. ☐

CHECK BOX

NOTE: CHECK JUST ONE BOX! ☐ ENDURO ☐ DESERT RACING ☐ HARE SCRAMBLES

CLASS COMPETING IN _____
NAME OF EVENT _____ DATE OF EVENT _____
POSITION IN CLASS _____ POSITION IN CLASS AGAINST HTAC RIDERS _____
LOCATION OF EVENT _____ RACING ORGANIZATION (AMA, NETRA, ETC.) _____

HTAC Cash Contingency Program. ☐

CHECK BOX

NAME OF EVENT _____ DATE OF EVENT _____
LOCATION OF EVENT _____ RACING ORGANIZATION (AMA, NETRA, ETC.) _____
FINISH POSITION IN CLASS _____ CLASS COMPETING IN ( )
NAME AND PHONE # OF RACE OFFICIAL TO CONTACT TO CONFIRM WIN:

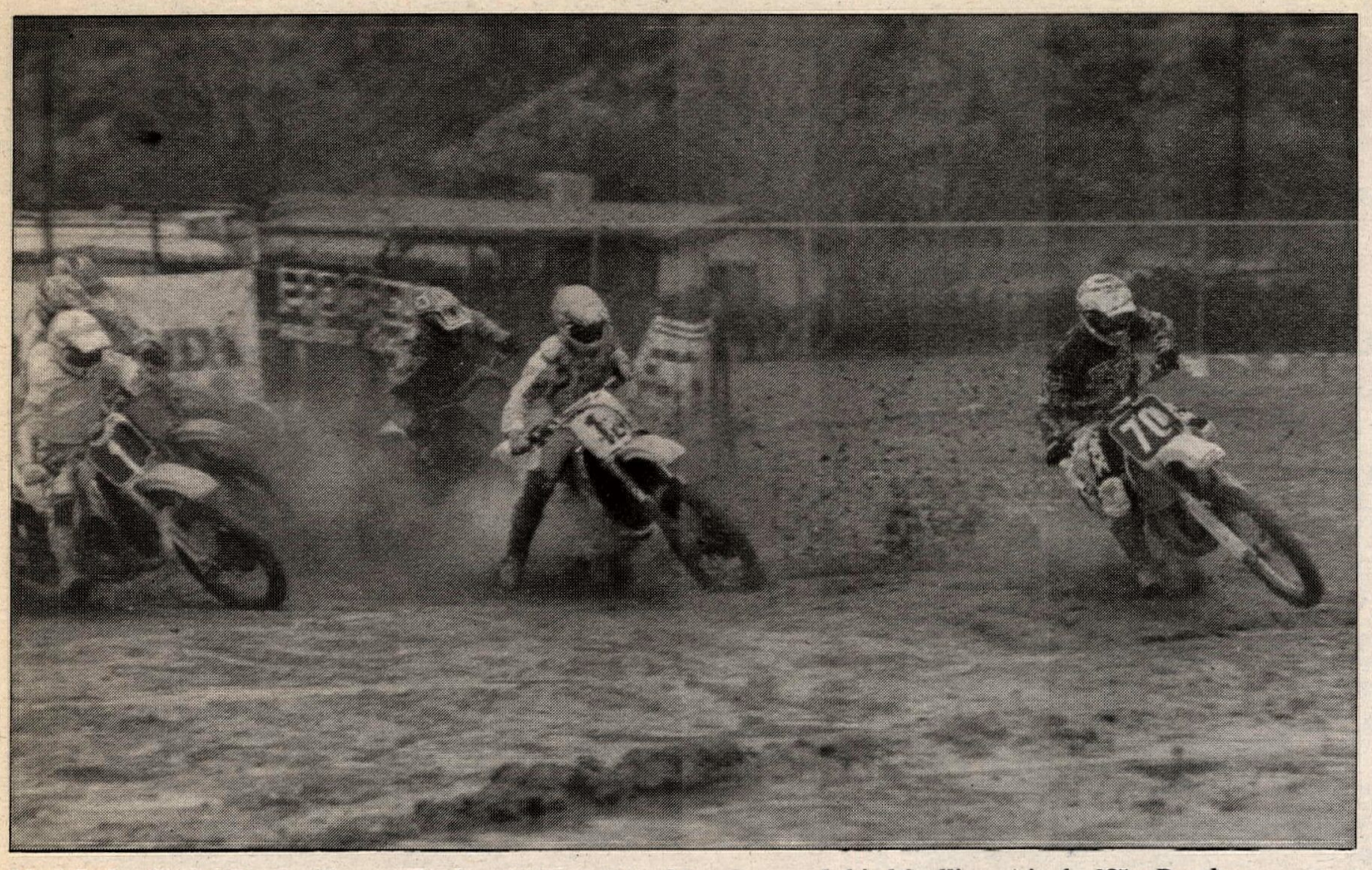
I, _____, DO HEREBY GRANT TO CAGIVA NORTH AMERICA INC. AND ITS ADVERTISING AGENCY PERMISSION TO USE MY NAME IN THEIR VICTORY ADVERTISING.

SIGNATURE _____ DATE _____

SEND COMPLETED FORM TO: **HTAC** CAGIVA NORTH AMERICA, 5 WASHINGTON AVENUE, FAIRFIELD, NJ 07006

Certain restrictions apply: Employees of Cagiva North America and their families are not eligible to participate. Void where prohibited, licensed or taxed. Cagiva North America is not responsible for any damages or injuries sustained during these locally or nationally sanctioned events. Any dispute about point standings of individual riders will be resolved at the discretion of Cagiva North America. All communications regarding this event are to be channeled through Cagiva North America, Inc. Program rules and eligibility subject to change without notice.

MOTOCROSS 16th CMC/Valvoline Golden State Nationals: Round 1



Mark Easley (70) led Roy Snellingen (1L), Scott McElroy (1) and Ray Sommo (behind Snellingen) in the 125cc Pro class.

Healey, Snellingen slosh to Glen Helen wins

By Donn Maeda

SAN BERNARDINO, CA, DEC. 28-29

Californian Mike Healey and Norwegian Roy Snellingen scored the premier 250 and 125cc Pro class wins, respectively, at the opening round of the 16th Annual CMC/Valvoline Golden State Nationals, held at Glen Helen OHV Park.

With each new season comes new machinery, sponsors, and for some entrants, new classes. For the past 16 years, the Golden State Nationals have marked the beginning of the new season for thousands of amateur motocrossers and offered pros a chance to warm up for the upcoming National series. Traditionally the biggest race series in California, the "Grandaddy of them all" attracts racers from around the world. This year, competitors from as far away as Norway, Japan and Sweden journeyed to California with hopes of scoring their share of the unprecedented $980,000 in manufacturer's contingency awards.

Beginner and Juniors class riders took to the track on Saturday and enjoyed a full day of racing on a dry track, but Sunday's racing saw Intermediate and Pro class competitors slip and slide through a single moto in the rain. Despite the foul weather, nearly 800 die-hard competitors showed up to compete on the same track that hosted the U.S. 500cc Grand Prix three months earlier.

Healey, who spent the last few seasons contesting the World Championship 250cc and 125cc MX Series aboard factory KTMs, was at Glen Helen to ride Pro Circuit-backed Suzukis as part of his preparation for the upcoming 250cc GP season.

"I like the Golden State Series," said Healey, who will return to Europe in '92 as a member of the Bieffe Suzuki team. "It'll give me a chance to get used to the Suzukis."

Healey scored the win in the 250cc Pro class after battling throughout the moto with another newly-acquired Team Suzuki rider, Damon Huffman.

In the 125cc Pro class, a first turn endo dampened Healey's efforts, but the showy 23-year-old put on a charge that carried him to second by the moto's end.

Leading Healey across the line and scoring his first win in America was Snellingen, the 1991 Norwegian and European 125cc National Champion. Snellingen, who has fielded R&D Racing-backed Suzukis for the past few years, journeyed to the States to warm up for the World Championship 125cc MX Series.

"It's snowing in Norway right now, so if I was at home, I would not be riding" said Snellingen. "It will be good experience to race in America."

Snellingen's win came in extremely slippery conditions, as rain began to fall shortly after Sunday's first 250cc Pro moto. Bader Manneh blasted off the line in the 250cc Pro race, with Rodney Smith, Kerry Mulligan and Huffman only a heartbeat behind. Healey gated 10th, but within the first few turns had scooted into fourth. Huffman displaced Mulligan in the canyon section of the track on lap one, and a few seconds later soared past Smith over a tricky step-up jump. Healey passed Mulligan and Smith in similar fashion on lap two, and set his sights on Huffman, who in turn looked for a way past Manneh.

On lap three, Huffman used the same step jump to soar past Manneh and into the lead, but Manneh struck back in the following turn. Huffman forced his Cycle Engineering-backed Suzuki past Manneh for good as they entered the canyon section on lap three, as did Healey a few moments later.

Larry Brooks and Scott Myers were next to find their way past Manneh, but were unable to close the distance between themselves and the two front-runners. Huffman and Healey circled the track at a torrid pace, some 20 seconds ahead of Brooks and Myers. Healey made his move on lap five, but Huffman struck back a few turns later and the two riders collided.

"It was great, I haven't been slammed like that in a long time," said Healey.

Healey and Huffman traded the lead a few more times throughout the moto, but it was Healey who greeted the checkered flag first aboard his Bieffe Suzuki/Pro Circuit/Scott/Renthal-backed RM. Huffman crossed the finish line close behind, well ahead of Brooks, Myers and Manneh.

"I was having fun, but I figured that I had better pass him for good before we took each other out," said Healey. "Damon reminds me of myself when I first turned pro. I was in the same position; I was 16 and had just signed with Suzuki. I raced the Golden State Series against guys like Mark Barnett and Johnny O'Mara. I remember running into Barnett and having him look over at me and laugh."

"It was neat to dice with Healey," said 16-year-old Huffman. "He was the fastest 80 rider when I rode 60s, and I used to look up to him. I passed him when he left the inside line open, but then I left it open a few laps later and he got me back. I figured that I'd settle for second and wait for moto two, but I guess there's not gonna be one."

Rain began to pour from the sky shortly after, and it was announced that the races would be called after one moto.

Mark Easley had the quickest clutch hand at the start of the 125cc Pro race, and slid through the first turn ahead of Snellingen, Scott McElroy and Ray Sommo. Healey found himself on the ground as the pack roared on to the track.

"Someone started to slide out in front of me and I hit him," explained Healey. "It straightened him out, but I went over the bars."

Snellingen wasted little time and blasted into the lead before the completion of lap one. Easley took an off track excursion in a slippery section of the track and allowed Ty Davis, Myers and Butch Smith to scoot by, but once back onto the track, held a firm grip on fifth.

Meanwhile, Healey methodically picked off riders in his quest for the leaders, and by lap five had closed to sixth. Healey motored into fifth on lap six when Easley's bike sucked water.

"It just quit," said a disappointed Easley. "The water in some of the turns came up to the seat."

Healey continued to forge towards the front of the pack, as riders continued to stuggle in the wet conditions. Davis lost control in the mud and dropped off the pace, as did Butch Smith.

Snellingen, however, rode as if the track was dry and continued to lead the field by a comfortable margin.

"I am used to riding in these conditions," said Snellingen. "The rain doesn't really bother me."

Two laps from the finish, Healey splashed past Myers and into second in the canyon section of the track, but ran out of time before he could mount a serious charge for the lead.

Snellingen scored the win aboard his R&D Racing/AXO-backed Suzuki, well ahead of Healey, Myers, Rodney Smith and Sommo.

"Once I took the lead I had no big problems," said Snellingen. "I kept my goggles on the whole race and didn't have any bike trouble. When it started to rain I thought, 'Oh no, not again,' because it rained so much in Europe this year, but I guess it worked out in my favor."

"I didn't expect to catch up that far," said Healey. "It wasn't *that* muddy, I'm used to a lot worse. This was just a lot of water."

Rex Staten blasted off the line in the 500cc Pro moto with Greg Zitterkopf, Rich Taylor and Jeffrey Pestana in tow. On lap three, Zitterkopf tractored past Staten and into the lead, while Pestana looked for a way around Taylor. Pestana sailed past Taylor on the step jump and set his sights on Staten.

Meanwhile, Kawasaki Team Green/O'Neal/Smith-sponsored Zitterkopf managed to open up a small lead and settle into a comfortable pace.

"Once I passed Staten, I just tried to ride smooth, especially since it was starting to get slick," said Zitterkopf.

Rad n' Bad/Rip Rock-backed teammates Pestana and Taylor improved their positions when Staten began to slow with vision problems.

Pestana only enjoyed running second for a few laps, however, as he dropped off the pace with a flat front tire. Taylor inherited second, well ahead of Dan Berg, who had motored through the pack after a mediocre start.

Zitterkopf scored the win with a comfortable lead, while Taylor, Berg, Staten and Drey Dirks rounded out the top five.

"My arms pumped up really bad," said Taylor. This is the hardest I've ridden since the last 500cc National."

Staten returned in the Vet Pro class and stole the holeshot ahead of Gary Semics, Brian Myerscough, Ron Turner and Pete Murray. Murray rode like a madman in the mud and forced his way into third before the completion of lap one, then sailed past Semics for second over the canyon double jump.

Once into second, Murray reeled in Staten and stole the inside line in a tight right-hander to inherit the lead on lap four. On that same lap, though, Murray swapped violently when landing from the canyon double, and Staten retook the lead.

Murray's troubles continued when he lost control in a whoop section and allowed Semics to pass, but the La Habra Suzuki/Enzo Racing/Cycle Service/Sinisalo/PeeWee Designs-backed rider dove to the inside of a flooded left-hander and splashed past both Semics and Staten.

"I had enough of being roosted," said Murray. "So I had to pass those guys."

Staten dropped off the pace shortly after and faded to fifth behind Myerscough and desert ace Larry Roeseler.

"The throttle stuck wide open" said a disappointed Staten. "That's not too good on a 500!"

Murray scored the win ahead of Semics, Myerscough, Roeseler and Staten.

Jeffrey Brownlee led a snarling pack of 250cc Intermediates through turn one, but before the first lap was completed, American Suzuki/PJ1/100%/Peak/Splitfire/JT USA/Tsubaki/Sunstar/WD-40/Shoei/Apache Suzuki-backed David Pingree motored into the point position. Pingree turned up the wick and pulled away from the field, and blasted around the track with a substantial lead.

Mike Metzger left the gate in last, but by lap three had worked into fourth behind Pingree, Keith Mayes and Dennis Dahlin. Metzger blitzed past Dahlin and Mayes, but began to encounter mechanical problems on lap four.

"The rear disc guard got bent onto the caliper and I lost the rear brakes," said Metzger.

Metzger overshot a turn on lap five and Dahlin snuck into second. Pingree scored the win well ahead of Dahlin, Metzger and Brownlee.

"I'm not really used to the 250 yet," said Pingree, who only last season competed aboard 80s. "It pumps my arms up. I just tried to set a good pace."

Brownlee grabbed another holeshot in the 125cc Intemediate class, ahead of Joe Depatto, Robbie Reynard and PJ1/VHT/AXO-backed Jason McCormick. McCormick came to life in the wet conditions and blasted past his rivals on the opening lap. Once out front, McCormick was never headed, and rode to a convincing win. Brownlee came home second with a comfortable lead over Terry Lee Parsons, who battled with Reynard throughout the moto. Depatto held on to fifth.

Cycle Engineering/Hound Dog Racing/Krause/Newhall Kawasaki-backed Jason Howard posted consistent 2-4 scores to earn top honors in the 80cc Junior class. Howard grabbed the holeshot in the opening moto and led the majority of the race before being passed by Jerry Aleman. In moto two, Howard followed John Raymond, Doug Parsons and Eric Schnell across the line, while Aleman crashed out of contention and finished 25th.

Greg Schnell swept both motos in the 125cc Junior class aboard his Bill's Pipes-sponsored Suzuki with relative ease to score the overall win. Mike Atkinson and Jason Kempel were originally awarded first and third in the opening moto, but were disqualified before the start of the second moto. Jose Gonzalez of Kawasaki Team Green recognized them as being Pros from Minnesota.

Chris Allen's 2-3 scores edged out Johnny Williams' 7-2 performances for second overall, while Yannick Truchi and Shawn Ellis rounded out the top five.

Goki Manufacturing/O'Neal-sponsored Karl Lindstrom made short work of the 500cc Junior class as he romped off to double moto wins. Daren McLaughlin followed Lindstrom home in both outings, while Robert Sheldon motored across the line third in both motos for that same overall.

Gale Webb stole the holeshot in the Women's class race and never looked back. Susan Lee left the gate second, but couldn't resist the pressure applied by a hard-charging Jamie Pamintuan. Jodi Hollow also forced her way past Lee in the closing stages of the moto. Webb crossed the finish line with a comfortable lead over Pamintuan, Hollow and Lee.

Lance Burgess slipped and slid his Suzuki to the win in the Vet Intermediate class. Trailing Burgess across the finish line only inches apart were Gary Denton and David Zahrt. Mark Brooks and Daniel Scharf battled throughout the moto for fourth with Brooks coming out on top.

Michael Blose decimated the Pee Wee Stock class with two convincing moto wins. The DMC-sponsored rider led Johner Faulkner and Emitt Kling across the finish line in both motos. In moto one Faulkner came home second, but in the concluding race Kling pulled off a daring pass that netted him second. Kling's 3-2 topped Faulkner's 2-3 for second overall. CN

Results

P/W STK BEG: 1. Kit Kunath (Yam); 2. Kyle Partridge (Yam); 3. Buck Gulley (Yam); 4. William Hammer (Yam); 5. Jacob Gregg (Yam).

P/W STK JR: 1. Michale Blose (Yam); 2. Emitt Kling (Yam); 3. Johner Faulker (Yam); 4. Kevin Roberts (Yam); 5. Dylan Lord (Yam).

P/W MOD: 1. Michael Blose (Yam); 2. Robert Harold (Yam); 3. Emitt Kling (Itj); 4. Scott Nelson (Yam); 5. Johner Faulkner (Yam).

60 0-8: 1. Chris McNatt (Kaw); 2.Bryan Jaramillo (Kaw); 3. Scott Nelson (Kaw); 4. Bobby Bonds (Kaw); 5. Michael Blose (Kaw).

60 9-11 D-1: 1. Scott Conley (Kaw); 2. Michael Young (Kaw); 3. Daniel Blair (Kaw); 4. Gio Tedesco (Kaw); 5. Billy Payne (Kaw).

60 9-11 D-2: 1. Scott Conley (Kaw); 2. Monte Montague (Kaw); 3. Eric Williams (Kaw) 4. Robert Blake (Kaw); 5. Sean Hamblin (Kaw).

80 BEG D-1: 1. Jacob Machowsky (Hon); 2. Eric Chase (Hon); 3. Nick Nolte (Suz); 4. Cory Morris (Kaw); 5. Chad Norton (Kaw).

80 BEG D-2: 1. Jesse Ketcham (Suz); 2. Josh Poole (Hon); 3. Jamie Pamintuan (Suz); 4. Michael Cingmars (Hon); 5. Cory Hoeft (Kaw).

80 OPEN: 1. Monte Montague (Kaw); 2. Scott Conley (Suz); 3. Justin Buckelew (Kaw); 4. Travis Riley (Kaw); 5. Gio Tedesco (Kaw).

80 JR: 1. Jason Howard (Kaw); 2. Doug Parsons (Suz); 3. Jimmy O'Neal (Hon); 4. Jon Raymond (Suz); 5. Eric Schnell (Suz).

80 INT: 1. Dustin Nelson (Suz); 2. Jeff Willoh (Kaw); 3. Jason Shirey (Kaw); 4. Shaun Perolio (Hon); 5. Cody Crawford (Kaw).

80 EX: 1. Casey Johnson (Kaw); 2. Jason Partride (Kaw); 3. Tyler King (Suz); 4. Ryan Clark (Suz).

125 BEG D-1: 1. Eric Carter (Hon); 2. Clay Gillen (Hon); 3. Shaun Fortier (Yam); 4. Paul Gilmartin (Kaw); 5. Paul Kellen (Yam).

125 BEG D-2: 1. Sean Ragatz (Suz); 2. Deron Stidman (Yam); 3. Judd Scanlan (Suz); 4. Kevin Barclay (Suz); 5. Eric White (Suz).

125 JR D-1: 1. Greg Schnell (Suz); 2. Chris Allen (Suz); 3. Johnny Williams (Kaw); 4. Yannick Truchi (Hon); 5. Shawn Ellis (Kaw).

125 JR D-2: 1. Corey Holcomb (Suz); 2. Donovan Placenci (Yam); 3. Aaron Wasnea (Kaw); 4. Giovanni Spinalli (Kaw); 5. Paul Ito (Suz).

125 INT D-1: 1. Jason McCormick (Hon); 2. Jeffrey Brownlee (Hon); 3. Terry Parsons (Hon); 4. Robbie Reynard (Kaw); 5. Joe Depatto (Hon).

125 INT D-2: 1. Ty Kady (Kaw); 2. Chris Kawasaki (Kaw); 3. Mark Desch (Suz); 4. Alex McElyea (Suz); 5. Garey Carlson (Kaw).

125 PRO: 1. Roy Snellingen (Suz); 2. Mike Healey (Suz); 3. Scott Myers (Kaw); 4. Rodney Smith (Suz); 5. Ray Sommo (Suz).

250 BEG: 1. Jay Mintyala (Yam); 2. John Sain (Yam); 3. Daniel Castro (Yam); 4. Bob Phillips (Hon); 5. Anthony Leimas (Hon).

250 JR: 1. Joey Mendoza (Hon); 2. Karl Lindstrom (Hon); 3. Brian Magee (Suz); 4. Kevin Knox (Hon); 5. William Nash (Yam).

250 INT: 1. David Pingree (Suz); 2. Dennis Dahlin (Kaw); 3. Mike Metzger (Suz); 4. Jeffrey Brownlee (Hon); 5. Robbie Leach (Hon).

250 PRO: 1. Mike Healey (Suz); 2. Damon Huffman (Suz): 3. Larry Brooks (Yam); 4. Ray Sommo (Suz); 5. Bader Manneh (Hon).

500 BEG: 1. Derek Garner (Hon); 2. Joe Malich (Hon); 3. Dave Westfall (Hon); 4. Chris Brown (Hon); 5. Roger Oreb (Hon).

500 JR: 1. Karl Lindstrom (Hon); 2. Daren McLaughlin (Hon); 3. Robert Sheldon (Hon); 4. James Harris (Hon); 5. Steven Storie (Yam).

500 INT: 1. Dennis Dahlin (Kaw); 2. Bill Sauro (Hon); 3. Kevin Yeager (Hon); 4. Robbie Leach (Hon); 5. Tim Whitlock (Hon).

500 PRO: 1. Greg Zitterkopf (Kaw); 2. Richard Taylor (Hon); 3. Dan Berg (Hon); 4. Rex Staten (Hon); 5. Drey Dircks (Hon).

4-STK PRO: 1. Mike Young (Hus); 2. Randy Moody (Hus); 3. Pete Murray (Hus); 4. Murray Shakleford (Hus).

UTH JR: 1. Tim Nash (Yam); 2. Kevin Knox (Hon); 3. Giovanni Spinalli (Kaw); 4. Mark Brooks (Suz); 5. Richard Oliver (Kaw).

UTH INT: 1. Lance Burgess (Suz); 2. Merle Hammer (Yam); 3. Rob Petrin (Kaw); 4. Gary Denton (Yam); 5. Steve Reeves (ATK).

VET JR: 1. Daniel Castro (Yam); 2. Fritz Schlegel (Yam); 3. Joe Brown (Yam); 4. Thad Friday (Yam); 5. Jerry Coffey (Hon).

VET INT: 1. Lance Burgess (Suz); 2. Gary Denton (Yam); 3. David Zahrt (Hon); 4. Mark Brooks (Suz); 5. Daniel Scharf (Suz).

VET MSTR: 1. Kenny Zahrt (Yam); 2. Rob Petrin (Kaw); 3. Rod Richardson (Hon); 4. Tim Marsh (Hon); 5. Bob Maxwell (Hon).

VET PRO: 1. Pete Murray (Suz); 2. Gary Semics (Hon); 3. Brian Myerscough (Hon); 4. Larry Roeseler (Kaw); 5. Rex Staten (Hon).

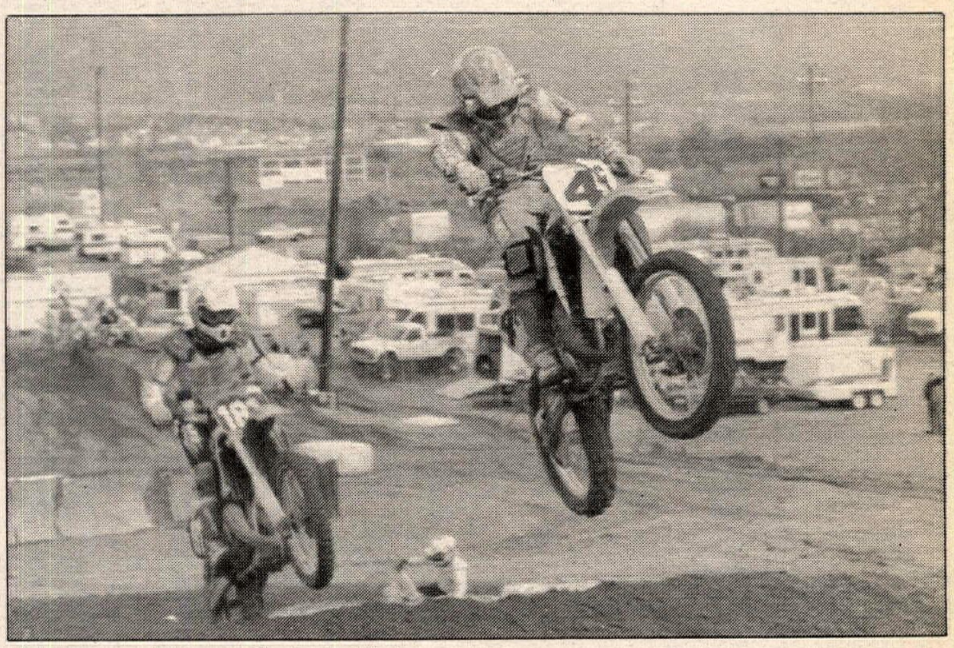
OT JR: 1. Tim Kettcham (Hon); 2. Lee Johnson (Hon); 3. Vasek Ulrich (Hon); 4. John Mousling (Hon); 5. Rich Hansen (Hon).

OT INT: 1. Bill Cook (Hon); 2. Ron Tuzinski (Hon); 3. Dennis Middleton (Hon); 4. Robert Wykoff (Hon).

OT MSTR: .1 Gary Dogett (Hon); 2. Lars Larsson (Yam); 3. Carl Gazafy (Hon); 4. Dennis McAdam (Hon); 5. Adrian Mesa (Hon).

WMN: 1. Gale Webb (Hon); 2. Jamie Pamintuan (Suz); 3. Jodi Hollow (Suz); 4. Susan Lee (Kaw).

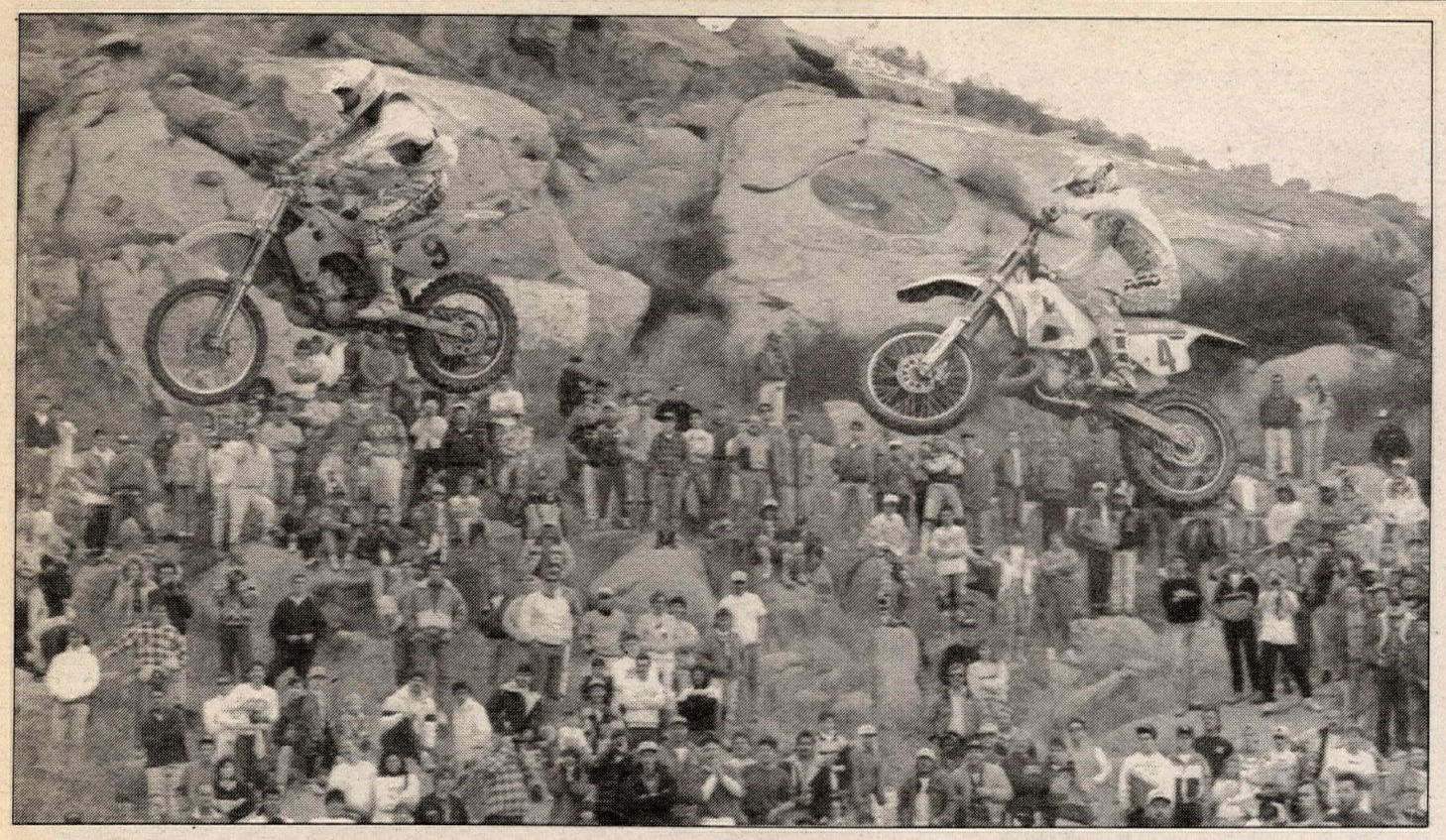
Damon Huffman (30) and Mike Healey ran away from the rest of the 250cc Pros.



Pierre Oxelmark (4C) and Yannick Truchi (181) battled in the 125cc Junior class.

Jeff Brownlee (3D), Joe DePatto (700) and Robbie Reynard (67) slide into turn one.

MOTOCROSS GFI California Winter MX Series South: Round 1



Damon Bradshaw (4) and Jeff Matiasevich battled during the early laps of the 250cc Pro Invitational Supercross.

Erik Kehoe (20) swept all four motos in the regular Pro classes, but he couldn't hold off Jeremy McGrath (17) in the 125cc Invitational Supercross event.

Quick money for Bradshaw at Perris Raceway

By Tony Alessi and Nate Rauba
Photos by Alessi and Ken Faught

PERRIS, CA, DEC. 28-29

"That's got to be the quickest money I ever made!" said Yamaha's Damon Bradshaw as he waited to be interviewed over Perris Raceway's public address system.

The North Carolina teenager had just earned $5000 for winning the GFI Racing/Goat Gere 250cc Invitational Supercross, the featured race of the opening round of GFI Racing's California Winter MX Series. A $10,000 purse furnished by GFI promoter and former factory motocrosser, Goat Breker, attracted a number of top-name stars such as Kawasaki's Jeff Matiasevich, who finished second, and Jeff Ward, Suzuki's Steve Lamson, two-time 125cc National Champion Micky Dymond, Ultracross Champion Michael Craig and Bradshaw's Yamaha teammate Jeff Emig.

Yamaha was out in full force with its entire team, and even Doug Dubach, who was recovering from an ankle injury and didn't compete, was present along with the entourage.

"We've been doing a lot of testing, and with only two weeks to the beginning of the Camel Supercross Series, this event provides an ideal situation to evaluate different things," said Yamaha MX Team Manager Keith McCarty. "We only have to be here for a few hours."

The Invitational Supercross took up about an hour of Saturday's program. The riders arrived just in time to take part in a brief practice session, then their mechanics had about 15 minutes to prepare the bikes for the race, which was 18 laps and lasted for just over 20 minutes.

A similar event was held on Sunday for the 125cc class, where Peak Antifreeze/Pro Circuit Honda rider Jeremy McGrath beat Pro Circuit-backed privateer Erik Kehoe and took home $800 of the $2000 purse. Kehoe dominated the 125 and 250cc Pro classes held on the regular Perris MX course.

While the supercross events were the highlight of the weekend, a total of 593 amateur entrants competed for points and manufacturer contingency money in the five-round southern portion of the series. Riders in northern California will compete in a six-round series, and the two regions will have a showdown round at Perris in February.

When the 250cc Pro Supercross race left the starting line, Bradshaw and Matiasevich battled for the lead as they circulated the regular Perris MX track before entering the supercross course. Jeff Ward, who won the event last year, had little chance to repeat the feat as he fell in the second turn.

"I hit somebody," said Ward. "We only had one lap of practice on that part of the track, so nobody knew it. Everybody would go fast and suddenly slow down when they saw a turn."

Ward never got higher than 10th place in the 17-rider field and fell once more while trying to catch up.

When the riders reached the supercross course, Bradshaw had a slim lead on Matiasevich with Craig hot on their heels. After two laps around the loamy course, which was saturated by rain the previous night, the trio had distanced themselves from the pack and Matiasevich found his way to the front.

Bradshaw stayed close, and after following Matiasevich for four laps he moved back into the lead. For the next several laps Bradshaw increased his advantage by one second per lap until he was five seconds ahead, which he maintained over Matiasevich to the finish line.

"I put in a couple of good laps to get away, but he was always right there," said Bradshaw. "I rode as fast as I had to in order to maintain the distance, but I wasn't on the edge."

"My bike got hot and started to slow down," said Matiasevich, who earned $1525 and a set of Dunlop truck tires for being chosen as the Dunlop Extra Effort Award winner by Dunlop's Frank Stacey. "Bradshaw made a good move and pulled a little on me."

Craig lost touch with the top two earlier in the race but finished third, well behind Matiasevich.

"My goggles steamed up and I couldn't hang with them," said Craig.

After falling at the start, Emig worked his way through the field to finish fourth, far behind Craig. Lamson recovered from a fall early in the race to claim fifth over Dymond, while Suzuki-supported Phil Lawrence finished seventh after running as high as fourth at the beginning of the race. Larry Brooks and Damon Huffman battled over eighth for much of the time until Brooks broke away late in the race to claim the position.

The 125cc Supercross event featured a showdown between Erik Kehoe and Jeremy McGrath. Kehoe led the opening lap while McGrath ran second in front of Connecticut's Doug Henry, Tyson Vohland and Lawrence. McGrath pushed Kehoe hard and carved a deep inside groove to take over the lead.

"I got a little lazy by going to the outside of a fast berm and Jeremy cut under me," Kehoe said.

While McGrath and Kehoe diced for the lead, Henry became involved in a battle for third with Vohland and Lawrence. By the fifth of a 15-lap event, both Vohland and Lawrence passed Henry on the steep descent of a step-up jump. Vohland and Lawrence left Henry behind and engaged in a moto-long battle for third.

In the late stages of the moto, McGrath opened a modest lead over Kehoe, while Lawrence overtook Vohland with a close midair pass to secure third. McGrath went on for the win followed by Kehoe, Lawrence, Tommy Clowers and Brian Manley. Vohland crashed during the final laps and finished 14th.

Kehoe shined in the outdoor Pro classes with a four-moto sweep of both 125 and 250cc divisions. Kehoe was never challenged by any rider during the four motos, and his only real test came in the form of a massive deluge of rain during the final 125cc Pro moto. Kehoe pulled the holeshot in that race and never looked back while slipping and sliding around a track that was almost unridable. Kehoe prevailed to score the win. Craig Canoy rode an aggressive race, first pushing Vohland off the track then fending off Mike Chamberlain and later Dana Wiggins for second place. Chamberlain sprayed Wiggins with a wall of mud which forced Wiggins to stop and take his goggles off. Wiggins regrouped and passed Chamberlain on the final lap for third, then pressed Canoy for second but came up short.

Craig Decker returned to action after recovering from a broken wrist and dominated the 125cc Intermediate class with a pair of runaway victories. While Decker smoked away in the opening moto, a close race developed for second between Erik Anderson and Steven Mitchell. Mitchell unseated Anderson in a technical section of the course and charged away to finish second. Anderson held off a late-race charge from Mike Atkinson to secure third while Larry Linkogle rounded out the top five.

The second moto was a repeat performance for Decker as he pulled away to a 41-second win over Brian Teets. Dave Casada charged all moto but Teets held him at bay the remainder of the moto for the runner-up spot. Joey Pratt came all the way from Texas and ran inside the top five during the second moto but, crashes dropped him back to an eventual 15-

place finish. Atkinson finished fourth in front of Jason Simmons, who held off a last lap charge by Anderson to score fifth.

Decker seemed to be on a roll as he also won the opening 250cc Intermediate moto after riding much of the race in the shadow of Dan Blackham. Decker passed Blackham during the closing moments of the race to narrowly win the moto. Blackham finished a close second followed by Chris Lance and Erik Anderson. Decker holeshot the second moto but fell over in the second turn, handing the lead to Blackham. While the riders scrambled for the top spots, rain began to fall. Blackham rode superbly and smoked away for a commanding victory over Jason Kempel and Chris Lance. Decker charged from last to ninth by the end of the moto.

Lance was unstoppable in the 25-29 Intermediate class as he scored two wire-to-wire victories. Chris Radzinski closed to within three seconds of Lance in the opening moto, but severe arm pump curtailed his charge. Jeff Scott finished third after Bryan Curtis crashed out of contention while running in the top three. Larry Lawrence charged from a dismal start to fourth by the end of the moto.

Lance led from the drop of the gate to the finish line in moto two, but this time Lawrence finished a close second after Radzinski put on a late-race charge that pushed them both within striking distance of Lance. The checkered flag waved first for Lance followed by Lawrence, Radzinski and Scott.

David Lynch led the Vet Intermediate class at the start of the first moto. Greg Fountain, Randy Skinner, Steve Dalwer and Doug Taft were scrambling for second with Lawler showing dominance by securing second by the third lap. During the remaining laps Lawler hounded Lynch by dogging him each and every lap to the finish. Lynch hung on to win the moto with Lawler close behind, while Mark Duval charged from midpack to finish third ahead of Jim Sandelback and Fountain.

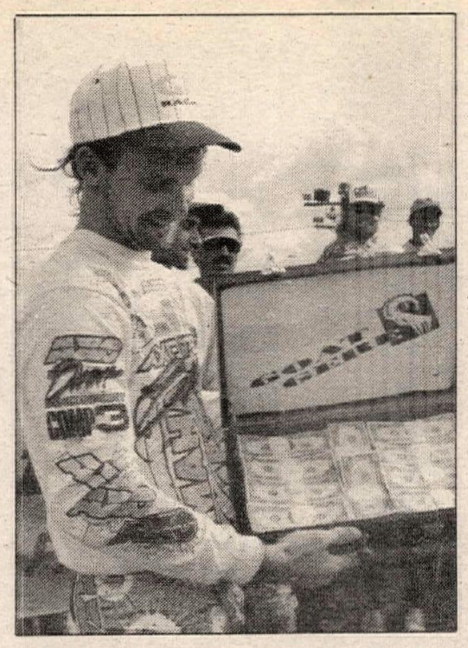
Lynch again powered to the second-moto holeshot. Lawler had encountered problems in the start and was last while George Wallace, Sendelbach, Duval and Jim Hanson rounded out the top five. Lynch opened a marginal lead then seemed to be cruising while picking all the choice lines around the race course. At the halfway mark, Duval passed Sendelbach for second then set sail for Lynch who enjoyed a four second lead. Lawler meanwhile had carved his way from last to fifth and appeared to be reeling in the leaders. During the final laps Lawler passed Sendelbach then Wallace to move into third, while Lynch and Duval were engaged in an all-out battle for the lead.

With two laps remaining, Duval and Lynch exchanged the lead on three occasions when Duval spun out, causing Lynch to crash and become tangled in Duval's Honda.

"It was scary, my arm was caught between his fender and rear wheel. I definitely lost some skin and the chance to win," Lynch explained.

With both riders out of contention Lawler scooped up the lead and ran with it all the way to the checkered flag. Wallace finished second ahead of Sandelbach and Jimmy Hansen.

Dean Van Riper and David Hughes battled throughout both 125cc Beginner motos. Van Riper won the first moto but Hughes came back for the all-important second-moto win by virtue of a last-lap pass in a moto full of pushing, shoving and bumping. Hughes was pleased with the contingency payoff by Yamaha of $500, which North County Yamaha doubled for a total of $1000 for the day.



Bradshaw earned $5000 for winning the 250cc Supercross event.

Kristy Shealy, a pretty, blonde, young lady from Houston, Texas, showed the boys a thing or two by posting four convincing moto wins en route to overall victories in the 80cc Novice and 80cc Big Wheel classes. Danny Carlson was the runner-up in the Novice class, while Jason Padilla finished second in the Big Wheel class. CN

Results

SATURDAY

250 PRO SX: 1. Damon Bradshaw (Yam); 2. Jeff Matiasevich (Kaw); 3. Mike Craig (Kaw); 4. Jeff Emig (Yam); 5. Steve Lamson (Suz).

50 FIRST TIMER: 1. Brian Adams (Yam); 2. Aaron Emery (Suz); 3. Casey Currie (Yam); 4. Tyler Hanson (Yam); 5. Kevin Folgeraiter (Yam).

50 STK D-1: 1. Scott Howe (Hon); 2. Chad Gaumer (Yam); 3. Robbins Landon (Yam); 4. Ross Garcia (Yam); 5. Danny Pettingill (Yam).

50 STK D-2: 1. Ray Perez (Yam); 2. Jerry Martinez (Yam); 3. Chad Robbins (YZ); 4. Nick Alveraz (Yam); 5. Ryan Beat (Suz).

50 MOD: 1. Landon Robbins (Suz); 2. Chad Gaumer (Yam); 3. David McFarland (Yam); 4. Ross Garcia (Yam); 5. Danny Pettingell (Yam).

60 0-8: 1. Eddie Frechette (Kaw); 2. Ross Garcia (Kaw); 3. Danny Wilson (Kaw); 4. Landon Robbins (KX); 5. Blake Viens (Gpv).

60 9-11: 1. Bobby Beaupre (Kaw); 2. Eric Wood (Kaw); 3. Kane Stewart (Kaw); 4. Bryan McGavron (Kaw); 5. Mike Norris (Kaw).

80 BIG WHL: 1. Kristy Shealey (Suz); 2. Jason Padilla (Kaw).

80 BEG: 1. Tim Beatty (Suz); 2. Mark Tilley (Hon); 3. Shad Viens (Kaw); 4. Rob Anderson (Yam); 5. David Hopfe (Kaw).

80 NOV: 1. Kristy Shealey (Suz); 2. Danny Carlson (Kaw); 3. Justin Viens (Kaw); 4. Danny Baron (KX); 5. Josh Fink (Kaw).

80 INT: 1. Dustin Nelson (Suz); 2. Dylan Guthrie (Suz); 3. Ryan Banford (Kaw).

80 EX: 1. Casey Johnson (Kaw); 2. King Tyler (Suz).

125 BEG D-1: 1. David Hughes (Yam); 2. Dean Van Riper (Kaw); 3. Bart Powell (Yam); 4. Gary Shoemaker (Yam); 5. Brad Peters (Suz).

125 BEG D-2: 1. Chris Corum (Hon); 2. Jeff Burtis (Yam); 3. Mike Molina (Hon); 4. Vito Valenti (Kaw); 5. Chris DeCannett (Suz).

125 NOV D-1: 1. Stan Sloboda (Hon); 2. Dave Ferrier (Kaw); 3. Steve Fulgham (Suz); 4. Gabriel Bolivar (Yam); 5. Roger Hauptman (Suz).

125 NOV D-2: 1. Brad Schultz (Suz); 2. Paul Bria (Kaw); 3. David Nickols (Suz); 4. Lyle Danuser (Kaw); 5. L.C. Soto (Kaw).

250 BEG D-1: 1. Ronny Huckabee (Hon); 2. Mike Davis (Yam); 3. Walter Nitto (Yam); 4. Scott Freeman (Yam); 5. Scott Marlon (Yam).

250 BEG D-2: 1. Eric Meyers (Kaw); 2. Jason Batalis (Suz); 3. Tony Rocovits (Yam); 4. Matt Blacklock (Hon); 5. Lincoln McFadden (Kaw).

250 NOV D-1: 1. David Smith (Yam); 2. Bobby Hubbard (Yam); 3. Lawrence Lewis (Yam); 4. Philip Wurster (Yam); 5. Patrick Fringer (Suz).

250 NOV D-2: 1. Rob Moore (Yam); 2. Blaine Towe (Yam); 3. Brent Smith (Yam); 4. Jamie Mitchell (Kaw); 5. Todd Blackman (Kaw).

500 BEG: 1. Eddie Edmondson (Hon); 2. Garth Milan (ATK); 3. Chris Gendusl (Hon); 4. Jerry Medlan (Kaw); 5. Blake Wedemeyer (Hon).

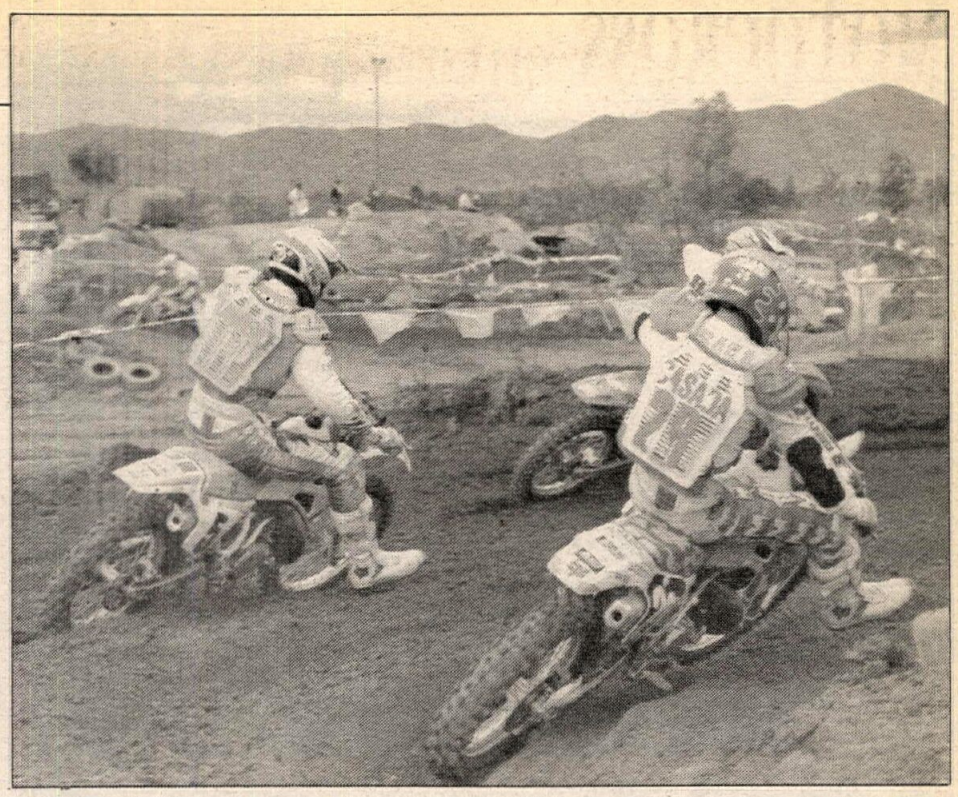
500 NOV: 1. Philip Gould (Kaw); 2. Tony Alessi; 3. Ron Wilson (Hon); 4. Dean Brown (Hon); 5. Greg Whitfield (Hon).

+25 BEG D-1: 1. Bruce Harerow (Hon); 2. Mike Stienhoff (Yam); 3. Gary Shoemaker (Yam); 4. Mike McGuire (Hon); 5. Duane Raita (Hon).

+25 BEG D-2: 1. Jamie Young (Yam); 2. Rudy Stakr (Yam); 3. Robert Schnieder (Hon); 4. Chris DeCannett (Suz); 5. Gerald Helm (Yam).

+25 BEG D-3: 1. Walter Nitto (Yam); 2. Paul Evans (Suz); 3.Mark Potner (Suz); 4. Colin Morgan (Kaw); 5. Tim Long (Yam).

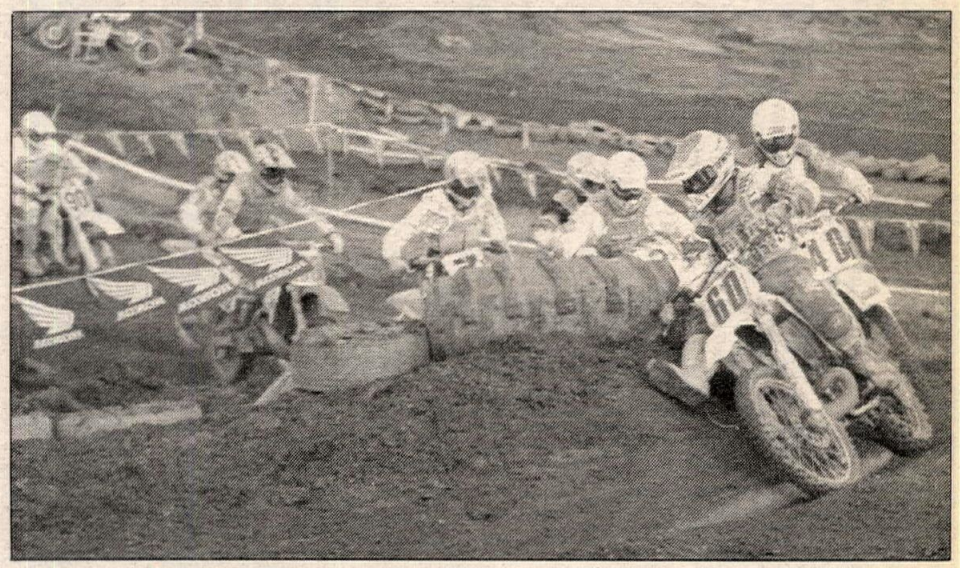
+25 NOV D-1: 1. Philip Wurster (Yam); 2. Frank Lowers (Yam); 3. Brian Alan (Suz); 4. Brian Fountain (Yam); 5. Brent Smith (Yam).



David Casada (28) and Larry Lawrence (5) chase Dustin Heikkinen in 250cc Int. action.

Mike Davis (25) led Scott Freeman in the first 250cc Beginner moto.

Lawrence Lewis (60) rounds the second turn ahead of the pack in the first division of the 250cc Novice class. David Smith (40) scored the overall victory.



+25 NOV D-2: 1. Louie Peick (Kaw); 2. Darrell Statham (Hus); 3. Ron Sharp (Yam); 4. C.T. Falk (Yam); 5. Ray Pisarski.

+25 INT: 1. Chris Lance (Yam); 2. Chris Radzinski (Yam); 3. Larry Lawrence (Yam); 4. Jeff Scott (Kaw); 5. Kevin Fringer (Kaw).

SUNDAY

125 PRO SX: 1. Jeremy McGrath (Hon); 2. Erik Kehoe (Hon); 3. Phil Lawrence (Suz); 4. Tom Clowers (Kaw); 5. Brian Manley (Hon).

125 INT: 1. Craig Decker (Kaw); 2. Mike Atkinson (Yam); 3. David Casada (Suz); 4. Erik Anderson (Suz); 5. Brian Teets (Kaw).

125 PRO: 1. Erik Kehoe (Hon); 2. Joel Albrecht (Yam); 3. Craig Canoy (Yam); 4. Tyson Vohland (Yam); 5. Mike Chamberlain (Yam).

250 INT D-1: 1. Dan Blackham (Yam); 2. Chris Lance (Yam); 3. Jason Kempel (Yam); 4. Craig Decker (Kaw); 5. Chris Murphy (Yam).

250 PRO: 1. Erik Kehoe (Hon); 2. Tyson Vohland (Yam); 3. Mike Chamberlain (Yam); 4. Joe Waddington (Suz); 5. Tommy Clowers (Kaw).

500 INT: 1. Kelly Pichel (Kaw); 2. Brian Mangen (Hon); 3. Dan Paulson (Kaw).

500 PRO: 1. Willy Musgrave (ATK).

+30 NOV D-1: 1. Zapata Espinoza (Hon); 2. Louie Peick (Kaw); 3. Gary Chaidez (Hon); 4. Donny Sievertson (Hon); 5. Terry Ducker (Kaw).

+30 NOV D-2: 1. Glenn Dealatorre (Suz); 2. Greg Pagan (Hon); 3. Randy Wysocki (Kaw); 4. Bill Reimer (Yam); 5. Rudy Stark (Yam).

+30 INT: 1. Steven Lawler (Yam); 2. David Lynch (Hon); 3. Jim Sendelbach (Yam); 4. Mark Duval (Hon); 5. Fritz Schlegel (Yam)..

+30 PRO: 1. Joe Weddington (Suz); 2. Michael Preston (Kaw); 2. Gregg Young (Hon); 4. Clark Jones (Yam); 5. Mark White (Kaw).

+35 NOV: 1. Mark Moore (Suz);2. Chris Burgeson (Yam); 3. Ernie Kopasz (Yam); 4. Alan Kent (Yam); 5. Mike Flanagan (Yam).

+40 NOV: 1. Frank Benacka (Yam); 2. Jim Lavorci (Yam); 3. Peter Battaglia (Suz); 4. Jim Hollon (Hon); 5. Lorin Ganske (Hon).

+40 INT: 1. Mark Cook (Yam); 2. George Spearing (Hon); 3. Bill Carr (Yam); 4. Buzz Moeller (Hon); 5. Jack Allen (Kaw).

+40 EX: 1. Alan Olson (Yam); 2. Alan Kent (Yam); 3. Jody Weisel (Hon); 4. Larry Kellerhals (Hon); 5. First Kell (Yam).

MOTOCROSS GFI California Winter MX Series North: Round 1

Terry Fowler (9) leads Pat Bennett (1), John Dauth (2) and the rest of the 250cc Pro class through the first turn. Fowler captured the overall victory.

Danny Paladino (213) led from start to finish to win the second 125cc Pro moto.

Brett Comer (26) topped Larry Coleman for the overall victory in the 500cc Pro class.

Fowler, Paladino clean house at Sandhill opener

By Tom Prichard

BRENTWOOD, CA, DEC. 29

Terry Fowler made the long trip from southern California pay off, as he scored the overall win in the 250cc Pro class and finished second in the 125cc division. Danny Paladino proved to be the only rider to top Fowler on the day, as he nailed the overall honors in the hotly contested 125cc Pro class.

More than 475 riders turned out for the northern California opening round of the GFI North/South Showdown Series at Sandhill Ranch in Brentwood. Wet weather couldn't dampen the spirits of the riders and the rain that was predicted held off for most of the day.

The 125cc Pro class was the first race to leave the line, and it was Honda rider Ricky Lutz who immediately took the lead. Lutz, who rode the fall series on a 500, appeared to be right at home on the smaller bike, as he spent the first half of the race in the lead. Fowler seemed to be content to follow the Honda rider for the first four laps, studying his lines. Suzuki rider Steve Nelson held third for much of the race,keeping Kawasaki pilot Danny Nelson and Paladino's Yamaha behind him.

Just past the halfway point the top four started to tighten up, as Fowler and Paladino started to make their moves. By lap five Fowler had reeled in and passed Lutz, and a lap later Paladino did the same. Paladino then went after Fowler but time ran out before he was able to make a pass. The first moto concluded with Fowler taking the win, Paladino second, Lutz third, Steve Nelson fourth, and Suzuki rider Donald Bisceglin fifth.

The start of the second moto was all Paladino. The Yamaha rider from Antioc, California, timed the gate perfectly and shot up the hill with a tremendous holeshot. Canadian Allan Dyck followed Paladino in second with Bisceglin third. Fowler could not find the traction, spinning coming off the gate and came around in fifth at the end of lap one. By the halfway point Chris Neal had put his Suzuki into third with Fowler in fourth. There was no stopping Paladino in this moto, as he stayed far enough ahead of second-place Dyck to have a comfortable margin.

By the time the checkered flag came out Paladino took a commanding win, Dyck held on to finish second and Fowler finally managed to move around Neal for third. The second-moto win put Paladino at the top of the victory podium with second overall going to Fowler and third to Dyck.

By the time the 250cc class lined up, Terry Fowler had established himself as the man to beat on the day. And when the gate fell it was again Fowler in the lead. His lead was short-lived this time, as Yamaha rider Jon Nelson quickly moved up from his third place start and took the lead on lap two. For the first half of the race Nelson looked too strong for Fowler to catch, even managing to pull out a slight lead by lap four. But again Fowler studied the ride in front of him and found a flaw in Nelson's defense.

On lap five Fowler again recaptured the lead, dropping Nelson to second. The pass by Fowler seemed to break the concentration of Nelson, as he was passed a lap later by a hard charging Trevor Meagher. Meagher had been following Fowler the entire moto and put on a last lap charge for the lead. Fowler realized Meagher was getting close and turned it up on the last lap to hold on for the win. Second went to a dejected Meagher and Yamaha rider Allan Dyck passed Nelson on the last lap to take third.

The start of moto two again saw Fowler take the holeshot, followed by Pat Gomm, Pat Bennett, Dyck and Nelson, all mounted on Yamahas. The positions remained unchanged for the first few laps with the top five never separated by more than a few bike lengths. On lap three Bennett passed Gomm and started putting pressure on Fowler for the lead. Fowler appeared to be riding defensively, protecting his lines from Bennett, who could not find a way around the Yamaha speedster. Then suddenly, on lap six, Gomm again wicked it up, passing Bennett and pulling up alongside Fowler. Fowler was taken by surprise by Gomm, as the youngster from Freemont flew by for the lead on the fast sweeping front straight. Fowler tried to regroup but time ran out before he could find a way around to retake the lead. The checkered flag waved for a jubilant Gomm, with Fowler second, Bennett third, Dyck fourth and Donald Bisceglin fifth. Fowler took the overall victory and collected more than $5000 in contingencies. CN

Results

P/W STK: 1. David Mowery (Yam); 2. J.J. Whipple (Yam); 3. Sheena Patterson (Yam).
P/W MOD: 1. Kellen Chadwick (Yam); 2. Christopher Loredo (Yam); 3. Mikey Frakes (Yam).
60 0-8: 1. Bobby Bonds (Kaw); 2. Ryan Morris (Kaw); 3. Randy Norman (Kaw).
60 9-11: 1. Brian Buckereus (Kaw); 2. Kathy Pruitt (Kaw); 3. Robert Peterson (Kaw); 4. Brad Harvey (Kaw); 5. Tony Bernardi (Kaw).
80 BEG D-1: 1. Scott Davis (Suz); 2. John Pacheco (Kaw); 3. Billy Martin (Kaw); 4. Jason Turner (Suz); 5. Shawn Zazo (Kaw).
80 BEG D-2: 1. Chad Hodges (Kaw); 2. Waylon Hall (Suz); 3. Jason Bowden (Kaw); 4. Westley Curry (Hon); 5. Justin Scullen (Kaw).
80 NOV: 1. Marc Henderson (Suz); 2. Kevin Gonzales (Kaw); 3. Mike Gonzales (Suz); 4. Justin Quinn (Kaw); 5. Jeff Northrop (Suz).
80 INT: 1. Jeff Baldwin (Kaw); 2. Jerry Harvey (Suz); 3. Nathan Woods (Kaw).
WMN: 1. Jeannie Pruitt (Hon); 2. Sophia Herrera (Kaw); 3. Shalie Stillmock (Hon); 4. Karen Joice (Yam); 5. Jennifer Torres (Kaw).
125 BEG D-1: 1. Steve Richards (Yam); 2. Donovan Mauga (Yam); 3. Nick Debella (Kaw); 4. Mike Sexton (Suz); 5. Daniel Hodges (Suz).
125 BEG D-2: 1. Casey Musick (Kaw); 2. Zacery Deits (Suz); 3. Ron Fluke (Hon); 4. Marquez Rodriguez (Suz); 5. Robbie Hayes (Suz).
125 NOV D-1: 1. John Turrell (Yam); 2. Dan Barnett (Yam); 3. Seth Young (Hon); 4. Greg Norman (Hon); 5. Sean Hummel (Suz).
125 NOV D-2: 1. Jimmy Scott (Hon); 2. Brad Axelrod (Kaw); 3. Jake Anderson (Suz); 4. Jan Radich (Suz); 5. Mike Haydel (Hon).
125 INT: 1. Brett Hamilton (Yam); 2. Stan Finney (Kaw); 3. Jake Windham (Suz); 4. Shaun Carmichael (Kaw); 5. Mark Klauser (Kaw).
125 PRO: 1. Danny Paladino (Yam); 2. Terry Fowler (Yam); 3. Allan Dyck (Yam); 4. Donald Basceglin (Suz); 5. Steve Nelson (Suz).
250 BEG D-1: 1. Steve Richards (Yam); 2. Danny Williams (Hon); 3. Doug Rose (Kaw); 4. Kelle Hamor (Kaw); 5. Kevin Felkins (Yam).
250 BEG D-2: 1. Todd Thomas (Hon); 2. Richard Quinones (Hon); 3. James Weisner (Yam); 4. Keith Attard (Suz); 5. Darin Miller (Hon).
250 NOV: 1. Dennis Kritzer (Kaw); 2. Aaron Lewis (Yam); 3. Dan Barnett (Yam); 4. Kevin Wise (Suz); 5. John Turnell (Yam).
250 INT: 1. Brett Hamilton (Yam); 2. Dustin Bloomfield (Hon); 3. Shawn Freiling (Kaw); 4. Turtle Wykoff (Kaw); 5. Joe Lawill (Suz).
250 PRO: 1. Terry Fowler (Yam); 2. Allan Dyck (Yam); 3. Pat Gomm (Yam); 4. Pat Bennett (Yam); 5. Jon Nelson (Yam).
500 BEG: 1. Pete Pearson (Kaw); 2. Bill Pelletiere (KTM); 3. Ken Johnson (Hon); 4. David Helton (Hon); 5. Eddie Benson (Hon).
500 NOV: 1. Randy Medley (Kaw); 2. Craig Bunyard (Kaw); 3. Blayne Hollenbeck (Hon); 4. Brad Hetherington (Hon); 5. Kervyn Cole (Kaw).
500 INT: 1. Rick Hollenbeck (Hon); 2. Joel Christenson (Hon).
500 PRO: 1. Brett Comer (Yam); 2. Larry Coleman (Kaw); 3. John Dauth (Hon); 4. Duayne Joice (Kaw).
25-29 BEG: 1. Kevin Felkins (Yam); 2. Kurt Pingle (Suz); 3. Baron Sumpter (Suz); 4. Scott Thompson (Yam); 5. Steve LaRoza (Kaw).
25-29 NOV: 1. Randy Medley (Kaw); 2. Kelly Prosch (Hon); 3. Ron Hampshire (Hon); 4. Brian Ferro (Suz); 5. Matt Wallace (Yam).
25-29 INT: 1. Jon Zahrt (Yam); 2. Don Clark (Yam); 3. David Montgomery (Yam); 4. Andy Tresser (Yam); 5. Kevin Green (Kaw).
VET NOV D-1: 1. John Matalamaki (Yam); 2. Daniel Castro (Yam); 3. Greg Winters (Yam); 4. Joe Brown (Yam); 5. Dave Caber (Yam).
VET NOV D-2: 1. Steven Blake (Yam); 2. Clyde Lawler (Yam); 3. Mike Hernandez (Kaw); 4. George Galling (Hon); 5. Lawrence Cronister (Hon).
VET INT: 1. Eric Harvey (Hon); 2. Doug Noell (Hon); 3. Troy DeHerrera (Yam); 4. Mike Bosworth (Suz); 5. Steve Matlock (Yam).
OT NOV: 1. Pat Graham (Hon); 2. John Meuslin (Hon); 3. Brian Merchant (Hon); 4. Donald Flanner (Kaw); 5. Randy Buckelbaw (Yam).
OT INT: 1. Russ Sears (Yam); 2. Gary Highland (Yam); 3. Bob Rivenbark (Hon); 4. Leroy Francard (KTM); 5. Sara Highland (Yam).
OT EX: 1. Mike Perry (Suz); 2. Larry Lacey (Yam); 3. Richard Thorwaldson (Hon); 4. Terry Saga (Hon); 5. Jim Lamkin (Hon).

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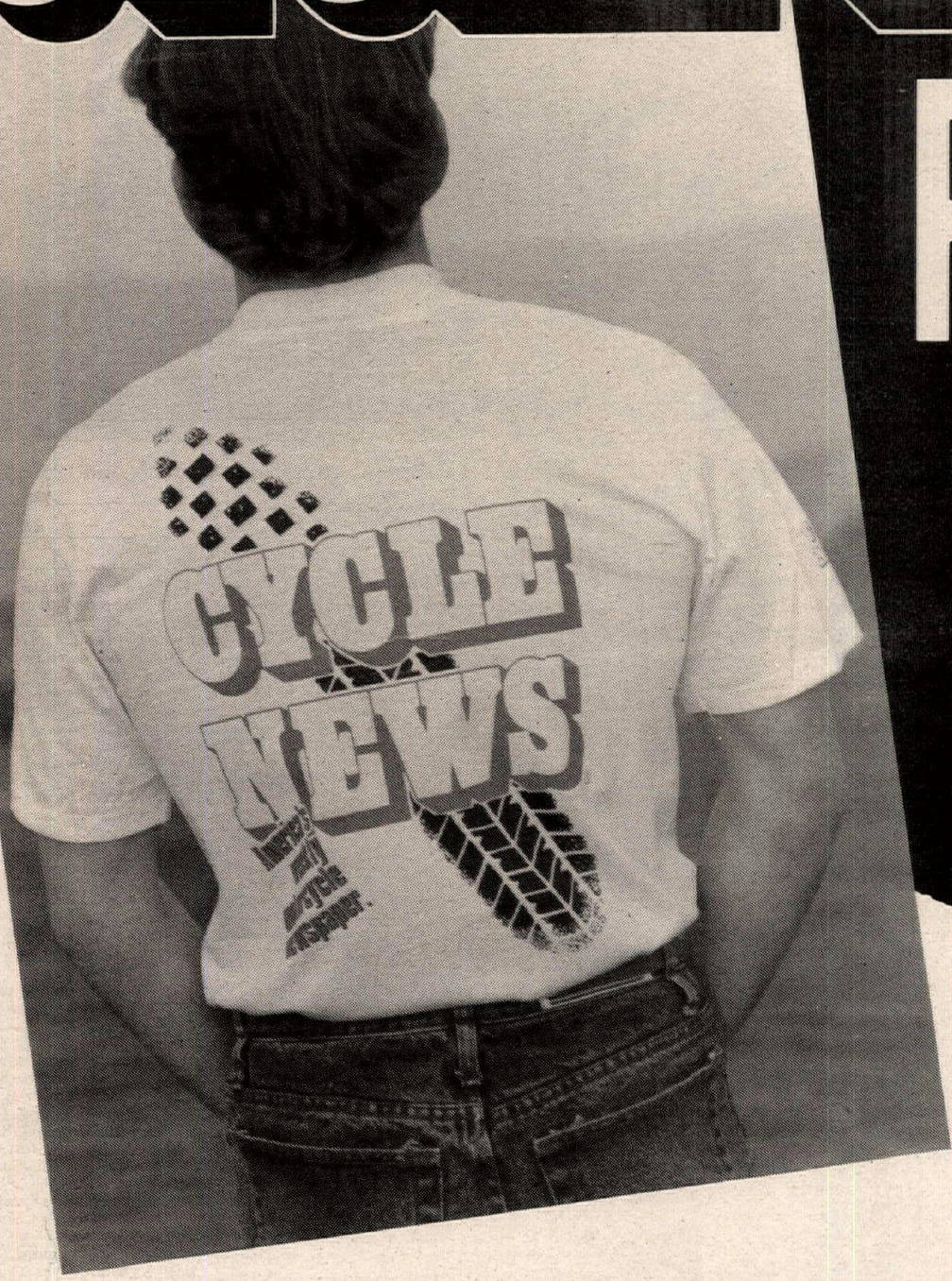

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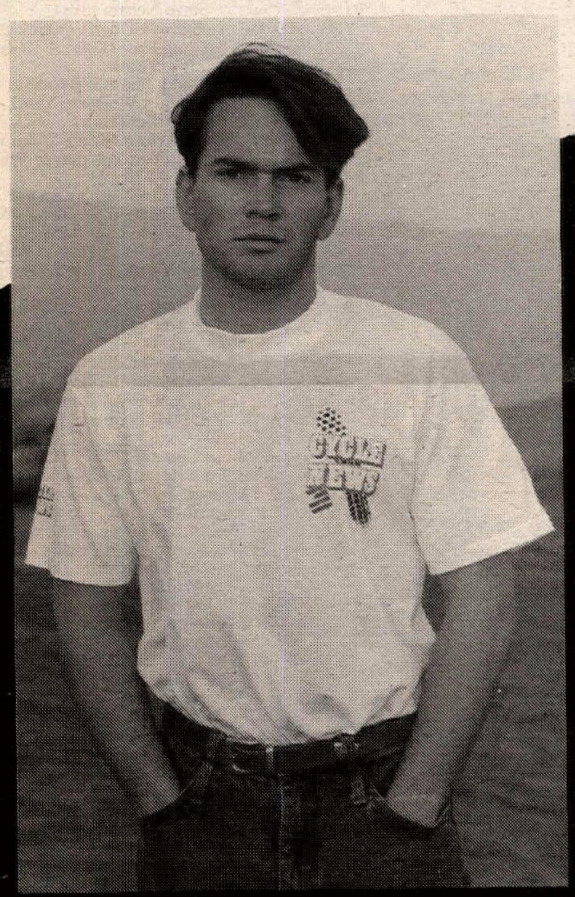

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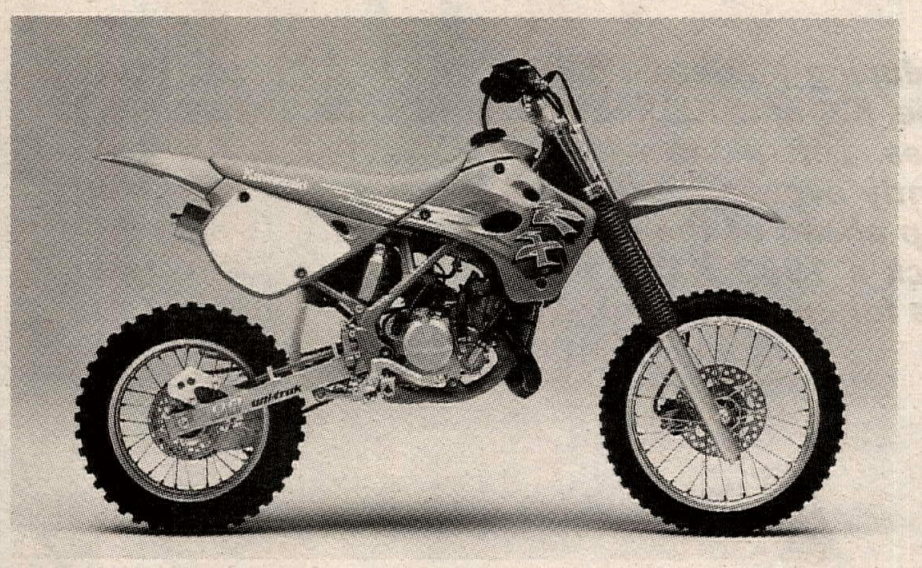

1992 KX80

- Drilled front and rear disc help keep the brakes working better no matter how sloppy the track gets.
- Higher compression ratio and added booster port result in the hottest KX80 ever.
- Trick oval-shaped aluminum silencer keeps the weight and noise down.
- Improved ignition coil delivers a hotter spark for stronger engine performance.
- Available in standard and big wheel sizes.

1992 KX125

- New cylinder and KIPS system feature a guillotine-slide type exhaust valve for more precise port timing and a smaller, more compact cylinder assembly.
- New floating front brake disc helps keep the disc in alignment with the caliper.
- The perimeter frame is even stiffer between the swingarm and steering head.
- Larger-diameter clutch assembly.
- New chassis geometry and slimmer body-work.
- New cases feature modified transfer ports for better intake charge flow.
- Longer-stroke engine helps the KX125 hook up for better acceleration.

1992 KDX250/KDX200

- Both bikes feature crescent-slide carbs that speed intake velocity for quicker throttle response and improved low-end power.
- The KX-based KDX250 engine is specially tuned for enduro-type riding. Lots of low-end grunt for long hills and plenty of top-end for fire roads.
- The KDX250's trick perimeter frame and deep-drop tank carry the fuel load way down in the frame for excellent mass centralization.

See the 1992 KX/KDX Motorcycles

THE SPECIES

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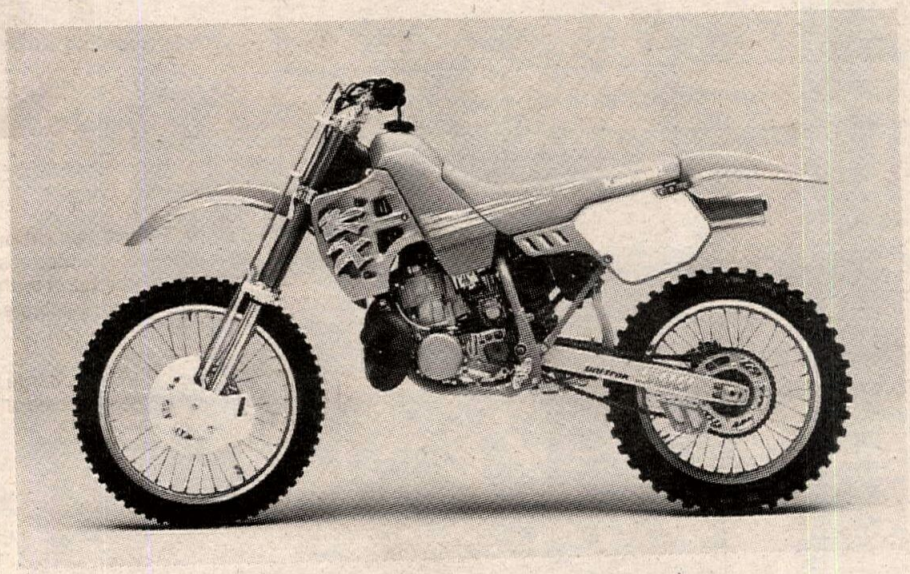
1992 KX250

- New bodywork makes the '92 the slimmest KX250 ever built.
- New longer shock body for added durability.
- New bore & stroke helps you get the power to the ground-something you'll appreciate because the new porting, pipe and airbox give you more to put there.



1992 KX500

- 39mm crescent-slide car speeds intake velocity for quicker throttle response and rheostat-smooth low-end power.
- Rigid 43mm tubes help make the upside-down cartridge fork the best in class.
- Adjustable UNI-TRAK suspension system flattens the nastiest stuff on the track with 13 inches of travel.
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RIDING IMPRESSION 1992 Suzuki RMX250N

Fourth generation RMX

By Kit Palmer

Suzuki's latest version of the RMX250 isn't going to blow you away with changes. Instead, Suzuki is relying on the bike's reputation to convice you to purchase it. With three AMA National Enduro Championships to the RMX's credit, it's easy to see why Suzuki has made little changes to the RMX since its introduction some four years ago.

As a result, for the fourth year in a row, the '92 RMX250 sees only subtle changes, that is, if you call the new yellow/blue/green paint brush-design color scheme subtle.

But graphics aren't the only changes to the '92 RMX. Suzuki decided to beef up what are perhaps the most abused parts on an off-road motorcycle — the rear brake and clutch.

Many top enduro riders will tell you that one of the keys to fast riding on the tight and twisty trails is dragging the rear brake. They claim that dragging the rear brake makes it easier to whip the back wheel through the turns when you're in a hurry, but it's a technique that is brutal on the rear brake. It seems that at every National Enduro, at least one top rider is knocked out of competition by rear brake problems. This dragging technique usually wears out the pads quickly and sometimes heats up the brake fluid so much that the rear brake just quits working altogether.

Although the RMX has never really had a history of rear brake problems, Suzuki engineers decided to beef up the RMX's rear brake, nonetheless. The rotor on the single-piston rear disc brake has been redesigned to improve heat absorption capability, which will make the rear brake last even longer, especially in extreme situations. Also, the disc brake pad material is different and stronger for better wear resistance.

The only other significant change to the '92 RMX is to the five-speed transmission. The clutch has been strengthened with the addition of an extra fiber and steel clutch plate.

Suspension-wise, the only change is softening of the high-speed compression damping at both ends. This is designed to smooth out the ride over smaller, square-edged obstacles, such as tree roots, rock and ruts.

The 249cc two-stroke, water-cooled, case-reed induction engine is basically the same as last year's powerplant. As with all off-road-designed motorcycles sold in the U.S., the RMX comes out of the crate "choked up" in order to pass strict EPA emission standards. The restrictors include a spacer in the two-stage exhaust power-valve unit that prevents the valves from opening to the maximum setting, a throttle stop in the carburetor which only allows the throttle to open a quarter of the way, an overly thick head gasket which reduces compression, and a super restrictive (and not to mention heavy) steel muffler. Suzuki must sell the bike with these restrictors in place.

However, with every RMX purchase, Suzuki includes a "race kit" that includes an RM aluminum silencer, a non-restrictive carburetor top (allows the throttle to open all the way), a thinner head gasket, main jets and all the instructions to remove the spacer in the power-valve.

Our test unit came with the race kit already installed.

The '92 RMX is perhaps the most comfortable off-road bike on the market. No matter what kind of motorcycle you've been riding, whether it's a KTM E/XC, Honda XR or Husqvarna WXE, you should have no problems whatsoever adapting to the RMX. As soon as you throw a leg over the machine, you just want to twist the throttle open and roost. The handlebar/seat/footpeg relationship is first-rate and the controls are simple to use.

When you do twist the throttle, the motor responds nicely with a smooth, yet strong surge of power, most notably in the middle of the powerband. It has decent low-end but not the kind that you really get excited about, but enough to get the job done.

Midrange is where it's at. The RMX pulls strongly in the middle of the powerband and does a respectable job on top, as well. It's a fast motorcycle, even for an "enduro" bike.

The power is somewhat explosive for a woods bike, and you can thank three-time National Enduro Champion Randy Hawkins for that. Hawkins likes his RMX to hit hard, which explains why he uses a modified RM250 cylinder, head and aftermarket exhaust pipe on his bike for even more bite. But for the more down-to-earth enduro or trail rider, the "stock" RMX is plenty powerful.

The wide-ratio five-speed transmission fits the bill. Not only does the bike shift well and positively, the gear ratios work in harmony with the motor. This makes the RMX easy to manage on tight and technical trails. We had no complaints with the clutch, either. Just two fingers on the clutch lever does the trick, and it seems to hold up to a lot of abuse.

There isn't much difference between last year's suspension and this year's. But that's okay, because it really didn't need any changes anyway. Both the inverted Showa fork, which features 18-way compression and rebound damping settings and 12.2 inches of travel, and the fully adjustable rear single Showa shock are plush once broken in.

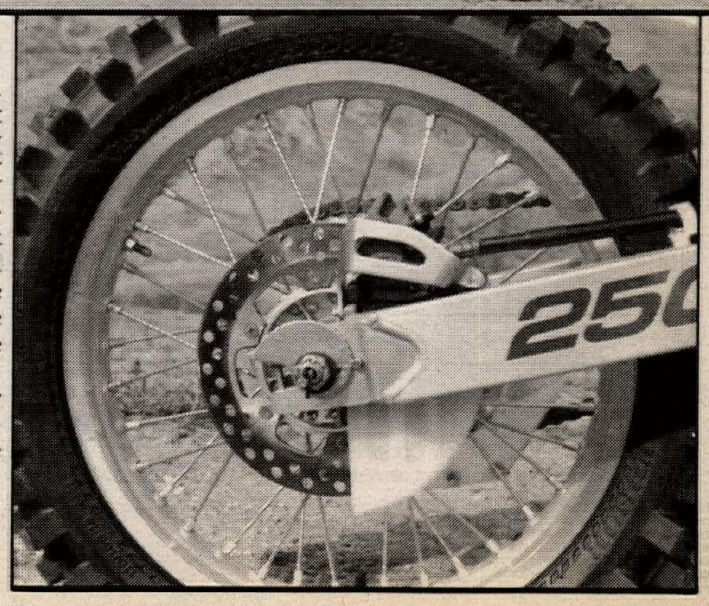
As far as handling, the RMX is first rate. It is an extremely quick turning motorcycle, which is great for the tight stuff. But for the more wide open trails, we could feel a little bit of headshake. Nothing drastic but it's noticeable.

The RMX may not be the most stable motorcycle at high speed, but it sure makes up for it when the trail tightens up and gets tough.

Both front and rear disc brakes are plenty strong and progressive, and we didn't feel a hint of fading in the rear, but, then again, we didn't notice any last year. Only the extremely aggressive, throttle hungry rider might heat up the back binder.

The RMX is enduro-ready right off the showroom floor, that is *after* you take out all the restrictors and install

The '92 Suzuki RMX250 features only subtle changes, but it still works like a charm.



(Top) The RMX isn't just an RM with a headlight. It still features many internal modifications that make it an ideal off-road bike. (Left) The Showa fork is more sensitive to the smaller bumps. (Right) The rear disc brake is modified to increase durability.

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the race kit. Timekeeping is handled by a super reliable mechanical-drive and resettable odometer, and the rider's hands are protected by plastic handguards, an absolute must for off-road riding. The gas tank holds a "smallish" 3.0 gallons, including reserve. The RMX also features frame-mounted engine case guards, grease fittings located at all rear suspension linkage pivot points, a large flywheel for good low-speed performance and broad power delivery, an O-ring chain, a quick-change rear wheel, a headlight and taillight, and an aluminum chain guide reinforcement.

The only thing keeping the RMX from being truly enduro-legal (after the race kit is installed) is a spark arrester. The RM muffler does not have a built-in spark arrester, so an aftermarket product is needed here, albeit a bolt-on spark arrester or a whole new muffler assembly that includes a spark arrester.

During our time with the RMX, we spoke with former National Reliability Enduro Champion and Team Suzuki Off-Road rider Dave Bertram about the bike. Bertram has ridden for Team Suzuki Off-Road for a number of years and has learned many tricks that he applies to his bike.

According to Bertram, there are a number of "firsts" you should do to the RMX before you hit the trails, and one of them is to properly adjust the timing of the exhaust power-valves. For best performance, he suggests adjusting the timing screw on the cylinder three-quarters (clockwise) from neutral, not the one-and-half-turns recommended in the owner's manual. He's says that the one-and-half setting is for the RM250, which uses a one-stage power-valve design and should not be used for the two-stage design of the RMX. In order to perform the job, says Bertram, the little cap around the adjusting screw must be removed so you can absolutely *feel* the neutral position of the screw, so there's no resistance. With the cap installed, you can't accurately feel the neutral position. Once you are sure there is no resistance and the screw is in the "neutral" position, you can start counting the turns.

Bertram says this adjustment improves mid-range performance.

Perhaps the two most important things an RMX owner should be aware of, said Bertram, is properly cleaning the air filter, and greasing the rear shock linkages after *every* ride.

First of all, Bertram said, the bike should be laid on its right side every time you service the filter element. If you don't do that, because of the way the airbox is designed, dirt will fall into the intake boot and eventually find its way into the cylinder. Once the filter is out, the inside of the airbox should be thoroughly wiped cleaned with degreaser.

If you don't like that idea, Bertram says the next best thing is to completely remove the airbox from the frame, then remove the filter. Only five bolts and the boot clamp hold the box in place. Bertram claims that the airbox can be removed in under a minute.

Bertram also said that the steering head bearings need to seat and should be checked and readjusted after the first ride. If they aren't, then the front end can loosen up — get "wiggly" — which will cause headshake and instability up front.

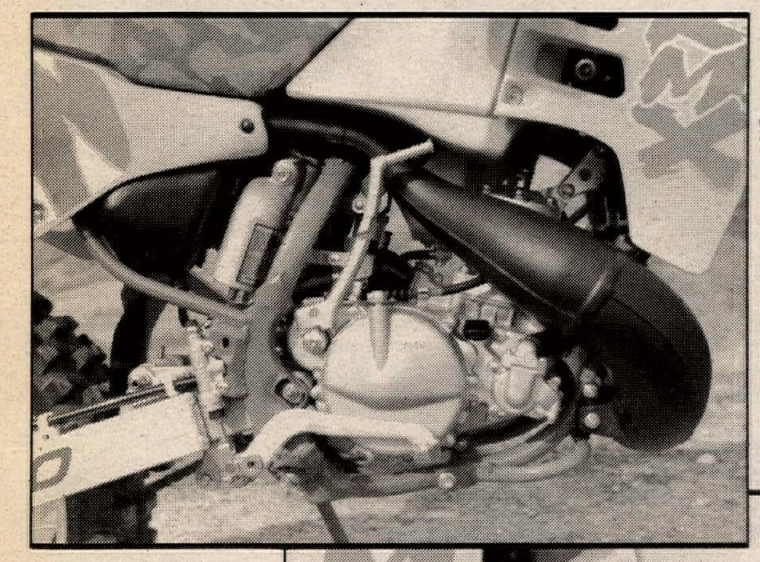
He also advises leaving a little bit of play in the rear brake pedal, making sure that the pin (with the cotter key in it) that connects the brake push rod to the brake pedal is free. According to Bertram, if there is no play in the rear brake, then the adjustment is too tight and the brake will drag and prematurely wear out the pads.

To help prevent the rear brake from overheating, Bertram also removes the plastic guard that protects the disc. He feels that the guard blocks valuable cooling air from reaching the disc.

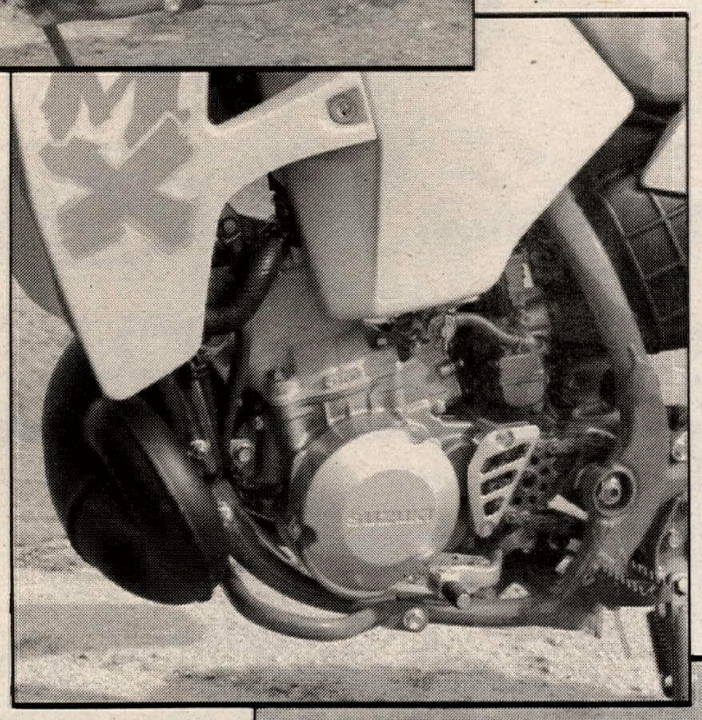
As we've said, overall the RMX isn't radically changed over previous models, in fact, it's barely changed at all. But that doesn't mean the RMX isn't on a par or better than its competition. It's still one of the best, and that's saying a lot when you consider the competition, like Kawasaki's KDX250, Husqvarna's hot new WXE250, Yamaha's nearly enduro-ready WR250 and arguably the best enduro bike on the market, KTM's E/XC 250.

To make the RMX250 even more appealing, Suzuki has a sweet contingency program for RMX riders. So, not only is the RMX a blast to ride and a strong performer, it can even put money in your pocket. CN

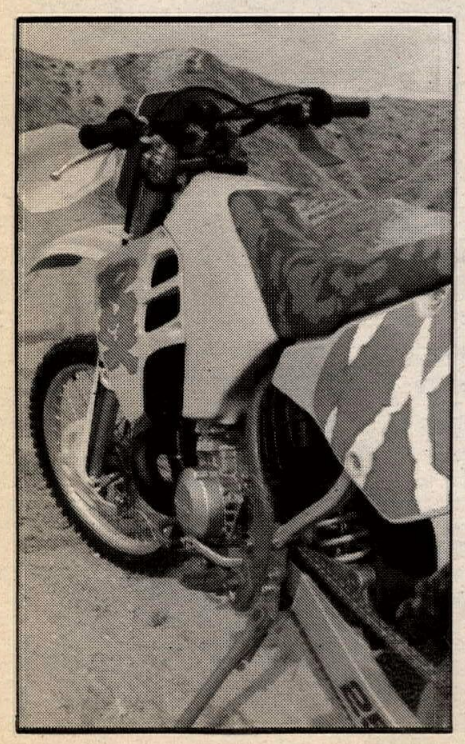
The RMX has a narrow and comfortable layout. Tires are Bridgestones.



A slightly larger crank is featured in the new RMX, as is a stronger clutch. More clutch plates have been added. The exhaust pipe is double-walled and insulated.



(Right) With every RMX purchase, a "race kit" is included free of charge. The kit consists of a new muffler, jets, a new carburetor top and a thinner head gasket. (Below) The gas tank holds 3.0 gallons, including reserve.



Specifications

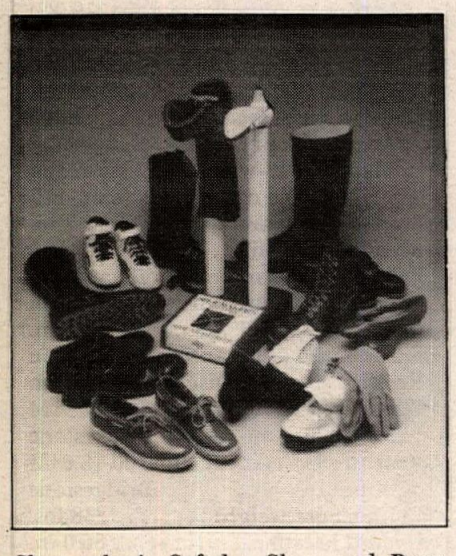
Suzuki RMX250N

Engine type	Liquid-cooled, two-stroke, case-reed valve, two-stroke, single
Bore x stroke	67.0 x 70.8mm
Displacement	249cc
Compression ratio	9.1/8.5:1
Carburetor	Mikuni TMX 38SS, single
Air cleaner	Polyurethane foam element
Starting system	Primary kick
Ignition	Suzuki PEI
Spark plug	NGK B8EGV
Transmission	5-speed constant mesh
Clutch	Wet multi-plate
Lubrication	Premix
Primary drive	2.652 (61/23)
Final drive	3.846 (50/13)
Drive chain	DAIDO D.I.D. 520VS2, or Takasago RK520SMO, 114 links
Gear ratios	
Low	2.285 (32/14)
2nd	1.733 (26/15)
3rd	1.375 (22/16)
4th	1.090 (24/22)
Top	0.863 (19/22)
Frame	Single downtube, split double cradle
Trail	4.4 in.
Front suspension	Inverted telescopic, pneumatic/coil spring, oil damped, 18-way compression and rebound damping adjustments
Front wheel travel	12.2 in.
Rear suspension	Linkage, 21-way compression and rebound damping adjustments, single shock, swingarm
Rear wheel travel	12.8 in.
Front brake	Disc, single piston
Rear brake	Disc, double piston
Front tire	80/100-21 51M Bridgestone
Rear tire	110/100-18 64M Bridgestone
Claimed dry weight	238 lbs.
Overall length	86.0 in.
Overall width	35.2 in.
Overall height	49.4 in.
Wheelbase	58.5 in.
Fuel capacity	3.0 gal.
Ground clearance	14.2 in.
Seat height	37.6 in.
Colors	Yellow
Retail price	$4199

NEW PRODUCTS

Rifle's Windshield for the Honda Transalp is available in sizes five or eight inches taller than the original windshield. Made of DuPont Lucite, the shield is claimed to offer better scratch-resistance than the OEM shield. Clear models cost $89, while tinted versions are $99. For more information contact Rifle, Dept. CN, 3140 El Camino Real, Atascadero, CA 93422, 805/466-5880.

The ASP Superbike Remote-Mounted Oil Filtration System is claimed to provide a horsepower and torque increase, provide easy access for maintenance, and provide a means of inspection of foreign contaminants in the oil. When using the system, there is no need to remove the fairing when changing the oil filter, as the adapter can be mounted in an easily accessible area. Starting at $339.95, the kit is available for many late-model American and Japanese motorcycles. For more information contact Atlantic Specialty Products, Dept. CN, P.O. Box 352888, Palm Coast, FL 32135, 904/445-8338.



Shoemaker's Safedry Shoe and Boot Dryer is claimed to safely dry shoes by means of a fan that quietly circulates room temperature air through the footwear. Complete with a 36-month warranty, the Dryer costs $49. for more information contact Orth and Associates, Dept. CN, 5750 S.W. Miles Ct., Portland, OR 97219-1240, 503/246-6091. CN

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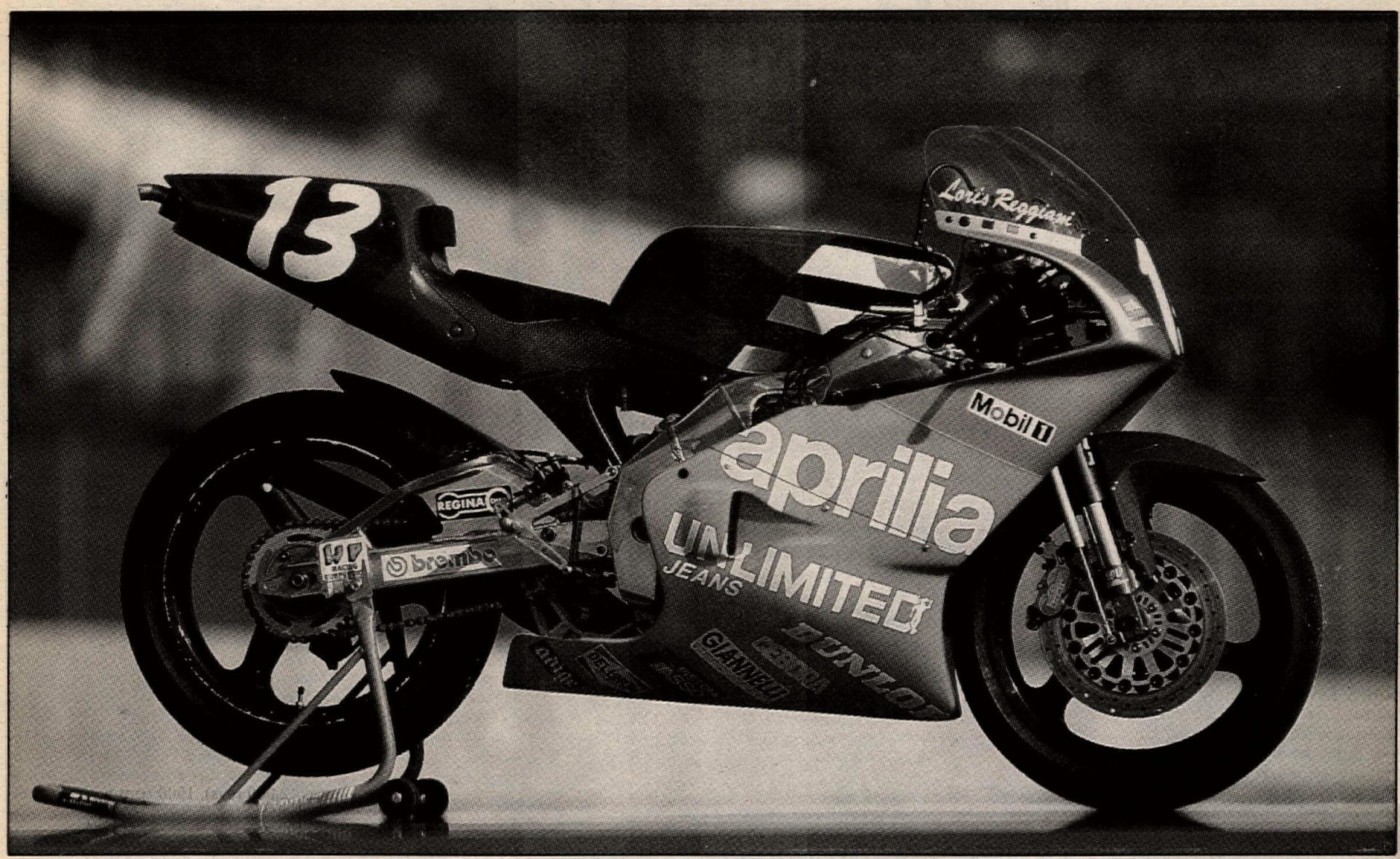


The Aprilia AFI carried both Loris Reggiani and Francesco Chili to Grand Prix victories in 1991. Reggiani finished sixth in the final 250cc GP point standings.

Italian challenger

By Alan Cathcart
Photos by Phil Masters

It wouldn't be an exaggeration to say that Honda really needed Aprilia to make the grade in 250cc Grand Prix road racing in 1991 — and the Italian company certainly didn't let them down. With Yamaha taking a back seat in the quarter-liter class after their hard-won against-the-odds World Championship 250cc title in 1990 courtesy of the John Kocinski phenomenon, Suzuki opting for a low-key return to the 250cc class with a single development bike, and Kawasaki backpedalling altogether on the idea after briefly displaying an uncompetitive prototype in Japanese national racing, Honda badly wanted some worthwhile competition to make their investment in ongoing NSR250 development worthwhile if they were to avoid the overkill tag and justify continued involvement at factory level. After all, there's not much kudos in regaining your title if you didn't have to beat anyone to do so!

Aprilia duly obliged — and in doing so, produced the first all-Italian challenger for 250cc GP honors since Walter Villa's trio of World Championship titles in the mid-70s on the Aermacchi Harley-Davidson built in what is now the Cagiva facory, and Mario Lega's single crown on the one-off Morbidelli special. In the meanwhile, GP racing has become infinitely more complex technically and costly financially, making Aprilia's feat in winning two GPs and earning four more rostrum places in 1991 all the more creditable, and noteworthy. Frankie Chili's hard-fought victory at Assen on the Iberna-leased works AF1 250, followed by Loris Reggiani's equally hard-earned win at Paul Ricard were undoubtedly the most popular race triumphs all season long with GP insiders as well as the public at large, proving nice guys — and teams — can finish first, after all. Reggiani wound up sixth in the '91 points table (and Chili seventh), to match not only his and Aprilia's best World Championship finish back in 1987, the year he won his home Italian GP on the tandem-twin Rotax-powered AF1, but also Aprilia lead rider Martin Wimmer's 1990 overall finish on the current 90-degree V-twin machine whose rotary-valve engine with its twin contrarotating crankshafts owes little to Rotax beyond the clutch, gearbox and bare cylinder castings — everything else is made in Italy.

Almost exactly a year to the day since I test rode Martin Wimmer's 1990 Aprilia at Misano, I had the chance to sample both Chili and Reggiani's bikes in an end-of-season ride at Mugello. The comparison was pretty educational, not only in underlining the extent of development carried out in the past year by chief engineer Jan Witteveen and his 250cc race project team headed by former Team Agostini man Rossano Brazzi, but also the dramatic difference in setup and behavior between the two 1991 works bikes. If you were led blindfolded to them and rode each in turn, you'd have a hard time believing they were the same basic design from the same factory; already factory bikes are being hand-crafted to suit the individual riding styles and preferences of each rider, and designs must now incorporate the ability to be tailored to suit in this way.

After taking charge of technical development at Aprilia Corse midway through 1989, Witteveen oversaw a major redesign of the complete 250cc machine for 1990, featuring revised engine internals — as well as a new crankcase design no longer incorporating the swingarm pivot, but with an extra chassis pickup point — to improve reliability, as well as the traditional aims of more power and a better delivery, while the new Gaetano Cocco-designed chassis with a considerable frontal weight bias was intended to improve wayward handling. Wimmer's fine 1990 showings — he twice led a GP on the last lap without actually winning one — denoted a big improvement, but as my ride showed me at the end of the season, the bike still had very 'nervous' handling, especially under braking, and the engine was not as tractable as the reed-valve Japanese opposition lower down the rev scale. But in the year since then, Witteveen and his men have achieved a miraculous transformation, which has turned the Aprilia into a genuine contender, providing a constant challenge to Honda's supremacy on a fraction of their resources. Here's how.

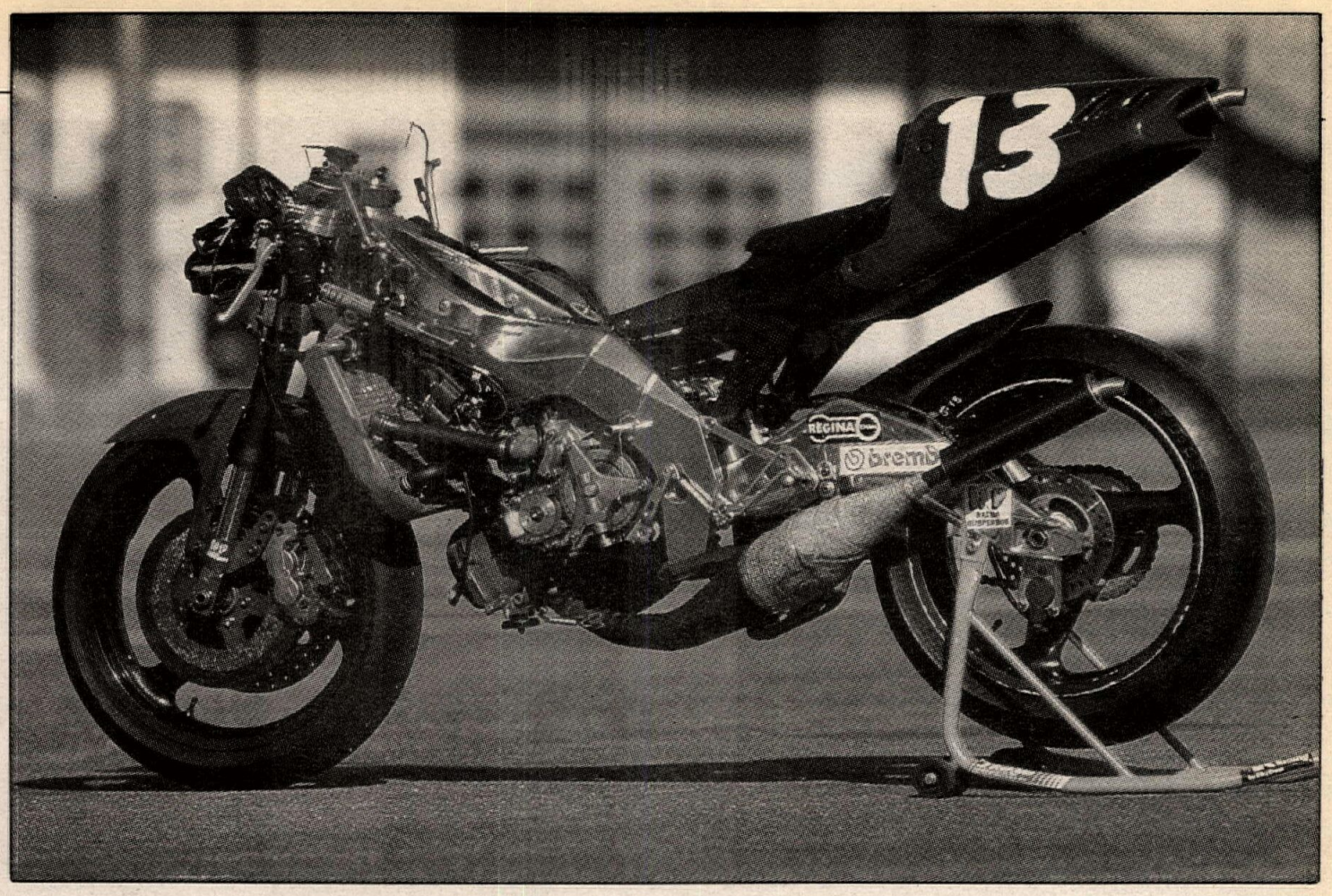
"The big problem we had last season was mid-race power fading," says Jan Witteveen, "so our major efforts last winter were directed at curing this, which we managed to do mainly by designing new crankcases which are watercooled to prevent distortion through overheating as the race goes on. We also revamped the entire water system and actually reduced the amount of coolant in the cylinder and head, but the result now is that our bike runs as cool as 50° in the European summer, and even in the heat of Malaysia was only 60° or so." This enabled the slightly increased power output of 86 bhp at 12,300 rpm to be maintained all through a race, leaving Witteveen free to try to beat Honda to the milestone of producing the first 90 bhp 250cc road racer!

"Getting good power entails balancing the relationship between ignition timing, the advance curve, combustion chamber design and the exhaust pipe," Witteveen says. "Other factors affect that, so that for instance if you increase the compression ratio, you have to use less advance, but these are the main factors, and you need a harmony between them."

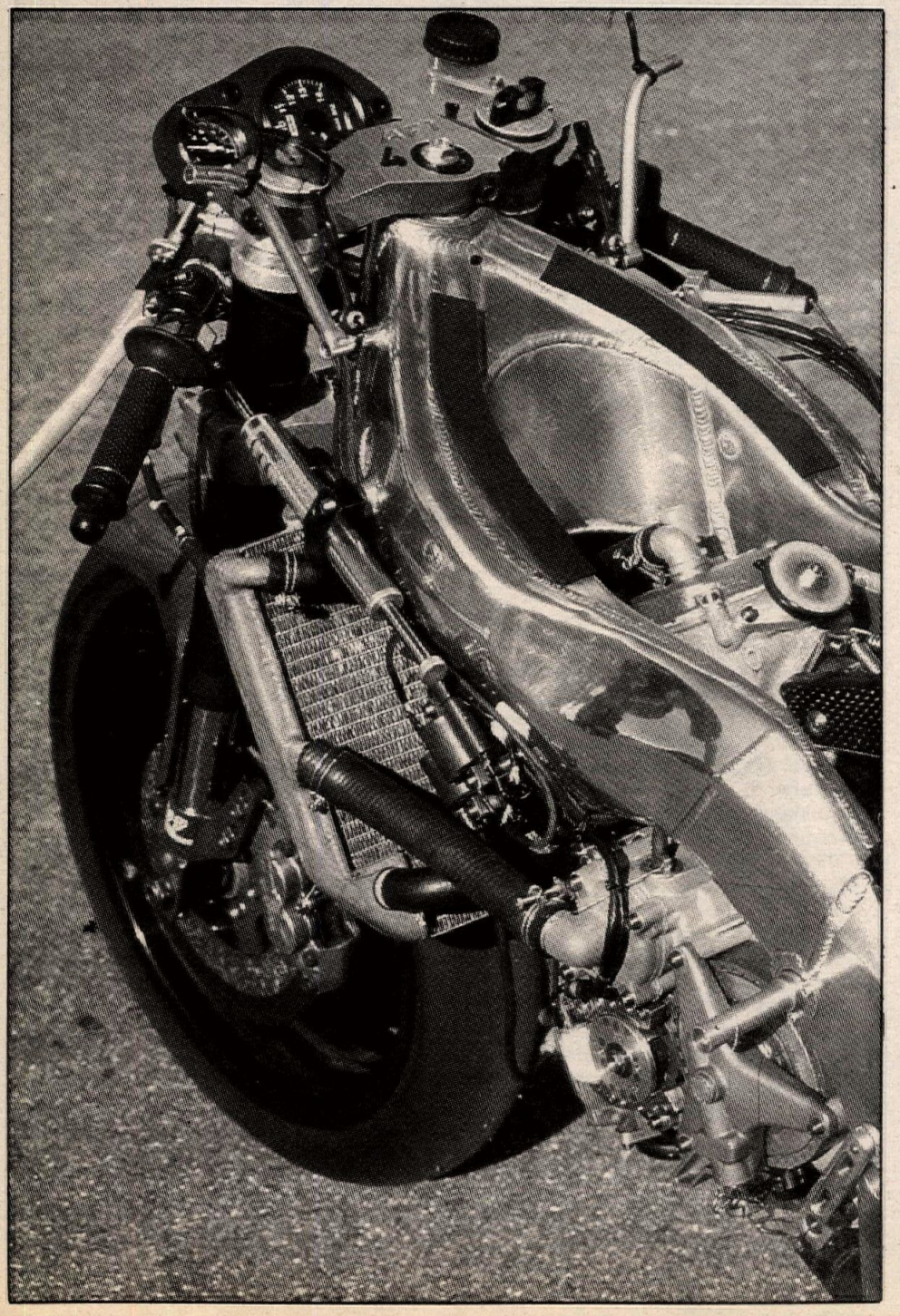
Hence another 1991 Aprilia development: the introduction of four different Rotax digital electronic ignition boxes, each offering a choice of four different advance curves. In practice, Witteveen says they used the same one from mid-season but for 1992 the works bikes will have a proper programmable computerized system, infinitely variable thanks to EPROM chips — though Aprilia is *not* one of the companies currently developing a full computerized engine management system for their GP two-strokes which incorporates electronic fuel injection: Witteveen is a pragmatist who prefers to spend his limited but adequate budget developing what works now rather than what might work in the future.

That same approach sees the retention of the idiosyncratic RAVE pneumatically-controlled power-valve on the Aprilia V-twin, even though the company has been testing an electronic system on and off for the past two years, without any notable difference between the two, except on slow tracks where the superior low-rpm control of the electronic power-valve makes exiting slow turns easier. But this isn't enough to convince Witteveen to accept the 4.4 pound weight penalty that the electronic system entails, complete with battery and electric motor — especially as this season the AF1 scaled a slightly porky 209 pounds half dry, 11 pounds more than the minimum weight limit which the Hondas are able to comfortably meet. However, next season that mark rises to — 209 pounds, so Aprilia is ready to meet the new weight limit with the RAVE system, says Witteveen!

Using the pneumatic power-valve sacrifices nothing in terms of varying the engine characteristics, for Aprilia can vary the rate on the spring controlling the valve, which alters the revs at which it starts to open, and have four different preload washers to alter the guillotine's position in the cylinder and thus the rate at which it opens. This is graphically illustrated by comparing Reggiani and Chili's bikes, which have completely different PV settings, in keeping with their contrasting riding styles — Reggiani likes the bike to be snappy and ultra-responsive, while in his first season in the 250cc class after a GP career hitherto spent riding 500s, Chili likes a more measured and gradual feel to the motor. That also entails different ignition curves and carburation setups, not to mention a contrasting choice in internal gear ratios, easily swapped thanks to the side-loading cassette-type extractable cluster. But it's on the carburation that Aprilia has spent most development time this season, refining the setting through intensive work so that now they need only make relatively small changes from one circuit to another, perhaps just the main jet and/or pilot jet.



(Above) The AFI represents the first all-Italian challenger for 250cc GP honors since the mid-seventies. (Below) It featured a redesigned cooling system that contributed to its performance in '91. The redesigned chassis provides for razor-edge handling.



"We made 30-35 different needles so we could achieve the optimum carb settings," says Witteveen, "but the proof of the increased efficiency is in our fuel consumption, which this season has been three to four liters less on a given track for the same length of race. That's a lot!"

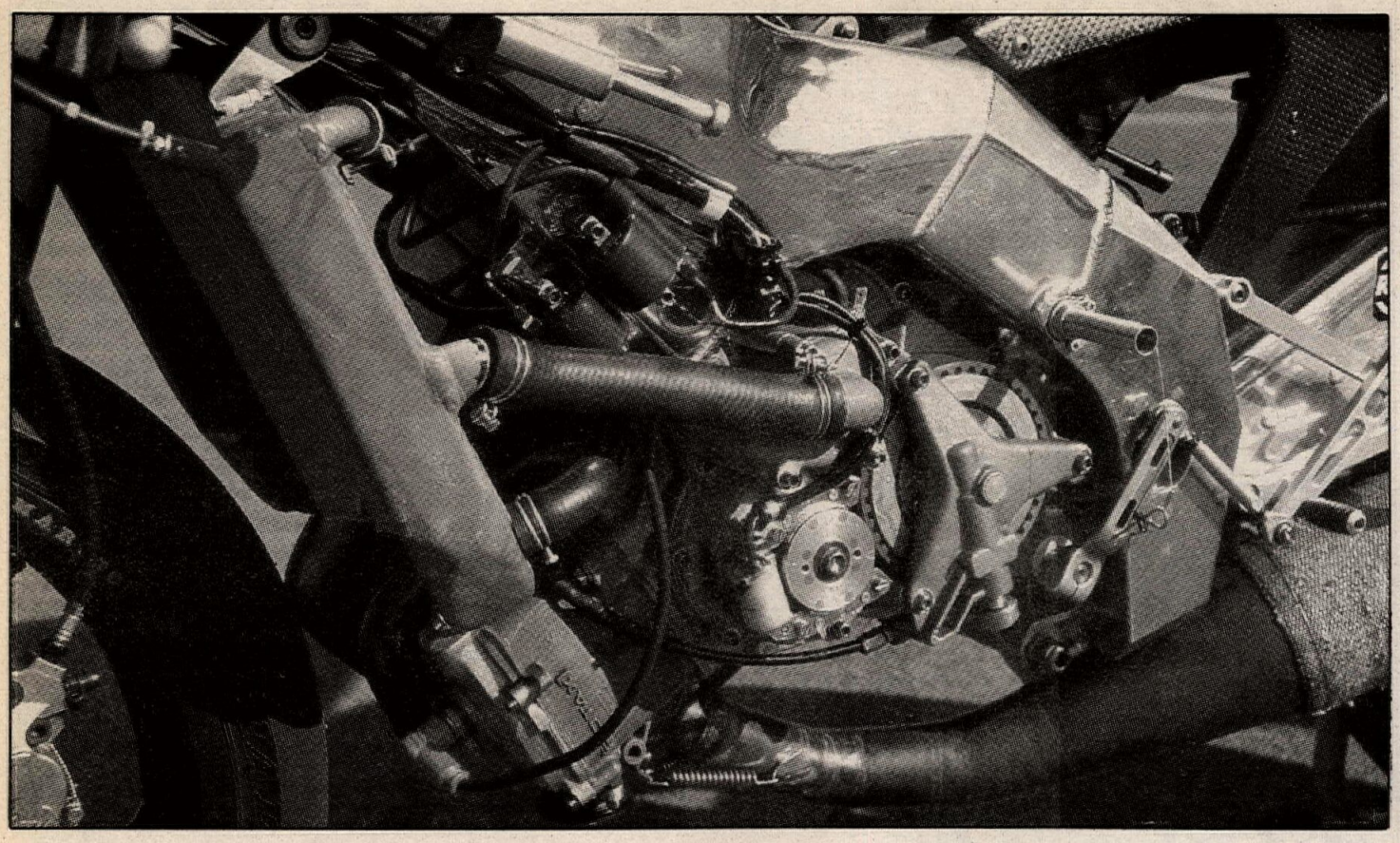
Aprilia has retained the oval-venturi, flat-slide Dell'Orto carbs used last season, but bored out slightly to 39.5mm choke size, which rotary valve design remains the same.

The surprising thing when you ride the bike is the breadth of power the engine now has, and the notably smoother delivery at low revs. Riding Reggiani's bike first, I was amazed how well it pulled from as low as 8000 rpm, though it's not till the needle hits 9000 revs that the engine really comes alive, with the power valve fully open by a little over 10,000 rpm. But the really dramatic improvement is two-fold: first, that wider, smoother power delivery low down, much better than on Wimmer's 1990 bike, which needed to be kept revving above 10 grand to really make good power. But the other big improvement is how quickly the engine builds revs from 10-12,000 rpm, up to the peak power mark of 12,300, with maximum torque of 48 Nm delivered at 12,000 rpm. Engine speed accelerates very quickly over this range — but that's not all: on Chili's bike, which had better setup carburation on the day, there was the same amazing amount of overrev capability as last year, revving to 13,500 rpm quite happily before there's a real fall-off in power, which made holding fourth gear along the straight into the last chicane at Mugello better practice than wasting two gear changes changing up and down again. This huge power-band by rotary-valve standards and the equally dramatic improvement in low rpm power delivery is a genuine feat on Aprilia's part, and undoubtedly played a key part in their rise to GP-winning form in '91. A couple more bhp at the top end (but still 82 bhp at 12,000 revs), 1500 rpm wider power-band at the bottom end, better transition into the super-power league and faster engine pickup in midrange — pretty dramatic bit of engine development, I'd say, all of which makes the bike not only faster but easier to ride, aided by the superb carburation which maximizes engine response. Aprilia may not be working on fuel injection, but their works 250 has just about the same degree of responsiveness as a works Ducati with EFI, judging by my 25 laps at Mugello . . . honest. By mid-season the Aprilia even had an edge in top speed, says Reggiani. "But then Honda gave Cadalora and Bradl power-up parts, so in the last few races I could race only with Zeelenberg and Shimizu, and sometimes Cardus. But this season we were able to challenge the Honda seriously; only the stability under braking is still a problem in the handling, and for the engine we need more outright power. Then Honda must chase us!"

Ah yes — the handling. Climbing aboard Reggiani's bike, I felt more at home than on the Wimmer bike with its thick rubber seat pad to push even more of your weight forward onto the front wheel, at the expense of physical comfort and fatigue. The redesigned 1991 chassis, to which Gaetano Cocco has made three or four small but important changes to refine the handling, is shorter and a little smaller (seat, tank and fairing are all slightly downsized), and has a compressed mass to reduce the polar moment and improve stability in turns. Yet with a 21-degree head angle and just 78mm of trail, it also has even more radical steering geometry than before, to speed up the handling, and the result when you ride Reggiani's bike is like riding a roller coaster; subconsciously you know it's safe and what seems like imminent disaster will never happen, but it doesn't stop you worrying like hell at what's happening to you!

The Aprilia feels small and toy-like in Reggiani mode, with close-coupled controls and a wedged-in-place riding position that is eloquent testimony to

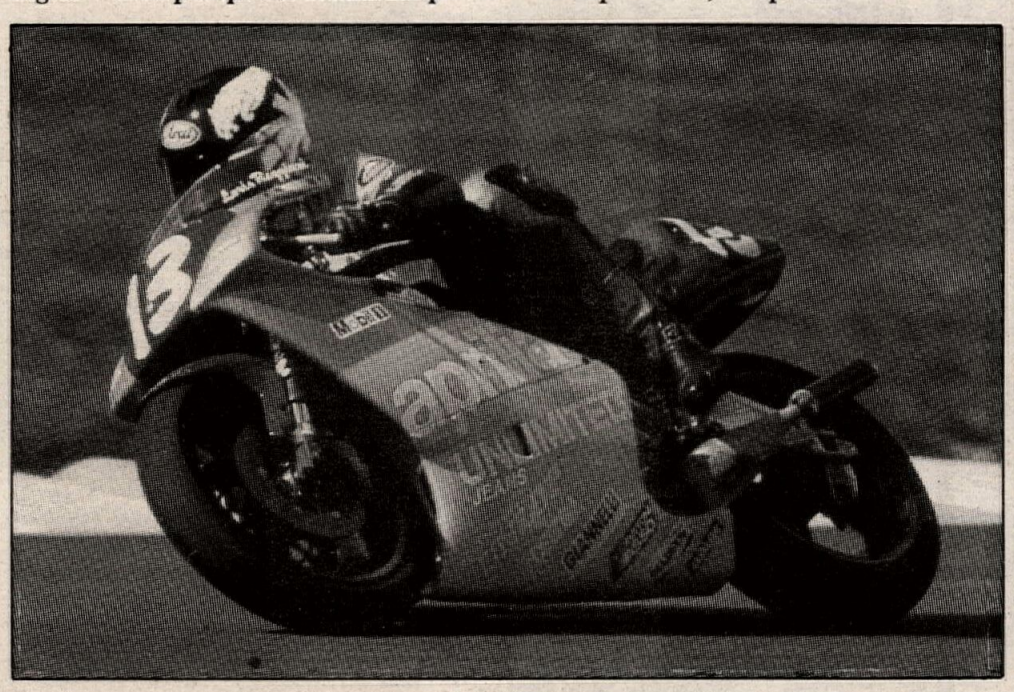
TEST Aprilia AFI 250cc Road Racer



The AFI's water-cooled, rotary-valve, 90-degree V-twin pumps out maximum power — 86 bhp — at 12,300 rpm.

lion-hearted Loris's long history of thrills and spills that has left his body rather less, er, mobile than the way it was originally delivered. This means he can't move about on a bike so much, hence the ultra-carefully evolved riding position and bike setup — Rossano Brazzi says Loris tells at once if a bar or lever is altered fractionally. But it also means that Reggiani opts for a bike whose razor-edge handling takes a lot of getting used to, simply because he has to control it without moving his body about and needs a more instant response which requires quick reactions to master. Hence the radical steering geometry — and the suspension setup which makes the bike come alive in more ways than one in turns.

It's not so bad under the very considerable braking performance delivered by the Gardner cocktail of a single 275mm carbon disc and a matching 300mm steel rotor, each gripped by four-piston Brembo calipers. I'm a big fan of this combination, which I reckon offers the best of both worlds, with the sensitivity of the metal brake to make fine adjustments and scrub off a little speed or trim the front end up when you need, yet provides the total stopping performance of the carbon disc when you need it, as well as reducing unsprung weight and gyroscopic effect on the steering. I couldn't uncover the lack of stability on the brakes Reggiani still complains of, which just goes to show how much harder he must use them than me, but I certainly found how trigger-happy he likes the steering to be the first time I laid the bike into a Mugello chicane. It steers extremely quickly, so much so that you have to make lots of small corrections — well, some quite BIG ones to start with, actually — till you learn to come to terms with this and start plotting properly to take acount of this. Turn-in is ultra-quick but actually surprisingly stable: it's when you crack the throttle open for the drive out that the bike becomes a real handful. The front wheel gets light, the rear end squats, and the bars start flapping in your hands as the Aprilia wobbles and weaves its way off to the next turn. Wow! Moving your body weight forward to try to load up the front doesn't seem to make any difference beyond upsetting the bike sooner rather than later as you shift about in the saddle and upset its knife-edge comportment. There's only one way to ride this bike the way it's set up and that's the Reggiani route, staying fixed more or less in place and using body english to coax the bike to your will. Tricky!



The strange thing is that after a handful of laps you start to appreciate that the bike seems to take all this misbehavior in its stride, and doesn't seem to want to really get out of control — it just acts like it wants to! However, this is no way to start cutting respectable lap times for the average rider, whereas a shorter spin on Chili's bike gave a much better idea of what the 1991 works Aprilia's handling is really all about. Chili's bike is much more rationally set up, with wider-spread bars denoting his 500cc heritage, giving more leverage over the front wheel which in any case behaved itself much better. The Iberna-leased bike was not nearly as twitchy in turns as its factory-run counterpart, though it still steers and handles pretty quickly, it just inspires a lot more confidence in the rider as it does so. It rides the several bumps and ripples thrown up on Mugello's billion lire track surface far better, smoothing them out rather than leaping about in semi-controlled fashion like the other machine, and enabling much higher corner speeds to be maintained. In just six laps on Chili's bike, I lapped three seconds faster on it than on Reggiani's, which gives a good idea of the different setups' efficacy for the average rider. Still, different strokes for different folks, and each bike, and rider, won a 250cc Grand Prix in 1991.

Aprilia's 250cc GP effort reached a watershed in '91: they became race-winners. With bitter Italian rivals Gilera joining the GP circus in 1992, there'll be added pressure to challenge for GP honors on a regular basis against the all-new NSR250 Honda, which Witteveen admits he's looking forward to competing against for the simple reason it might run into development problems! But Suzuki is doubling their efforts and Yamaha's comeback with a full works effort rumored, so winning will be as tough as ever next season for Loris and Frankie, now joined by European champion and Italian starlet Max Biaggi on full factory machines. In a way more to the point though are the batch of 40 replicas of this year's works bike which are being built for sale to leading privateers and are certain to dominate 250cc GP grids numerically once again next season, as well as the European Championship Series. It's a mark of Aprilia's success that they've now achieved GP success at the highest level to match their supremacy as the choice of the privateer for 250cc racing. Though Witteveen discounts the chances of ever securing the World Championship title as beyond the Italian marque's reach in budgetary terms, I'm not so sure. If the new Honda hits any development hiccups next season, don't bet against an Italian title in the 250cc class for the first time in a decade and a half. The bikes are that good — honest. CN

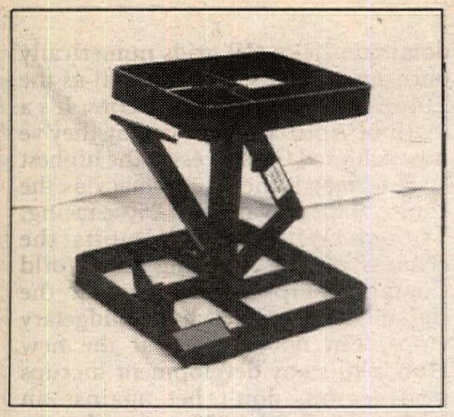
The Aprilia AFI is the responsibility of chief engineer Jan Witteveen.

Specifications

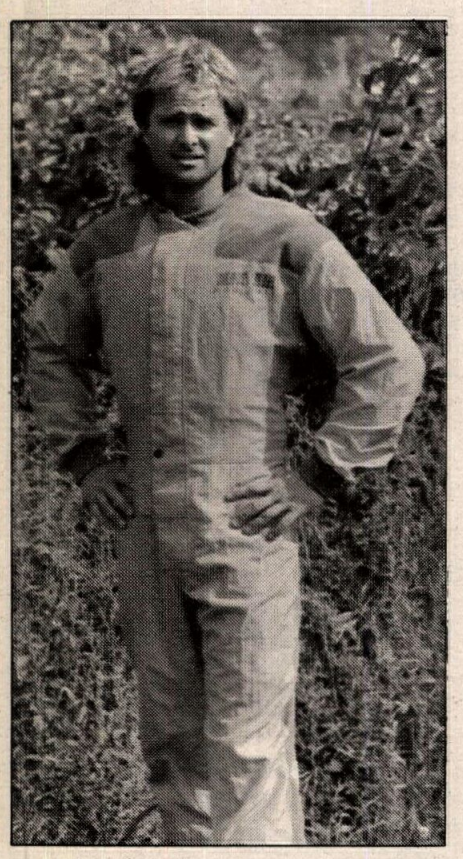
Aprilia AF1 250

Engine type ..... Water-cooled, 90-degree, V-twin, rotary-valve two-stroke with twin contrarotating crankshafts and pneumatically-controlled power-valve
Bore x stroke 54x54.5mm
Displacement 249cc
Horsepower ..... 86 bhp at 12,300 rpm
Compression ratio 17:1
Carburetor .... 2 x 39.5mm Dell'Orto flat-slide elliptical-choke
Ignition ..... Rotax digital electronic CDI with dry-cell battery
Transmission .... 6-speed extractable
Clutch ..... Multiplate dry
Chassis ..... Aluminium twin spar with fabricated beams
Front suspension ..... 42mm White Power inverted telescopic forks
Rear suspension ..... Fabricated aluminum swingarm with APS rising rate linkage and single White Power shock
Rake ..... 21°
Trail 78mm
Wheelbase ..... 54 in.
Weight ..... 209 lb. with oil/water, no fuel
Weight distribution ..... 50.5/49.5% static (50/50% with rider)
Front brakes ..... 1 x 300mm Brembo steel disc and 1 x 275mm Brembo carbon disc, with four-piston Brembo calipers
Rear brakes ..... 1 x 190mm Brembo steel disc with two-piston Brembo caliper
Front wheel/tire ..... 3.10/4.80 x 17 Dunlop Radial on 3.50 in. Marvic wheel
Rear wheel/tire ..... 1.50/60-17 Dunlop Radial on 5.00 in. Marvic wheel
Top speed ..... 160 mph (Hockenheim)

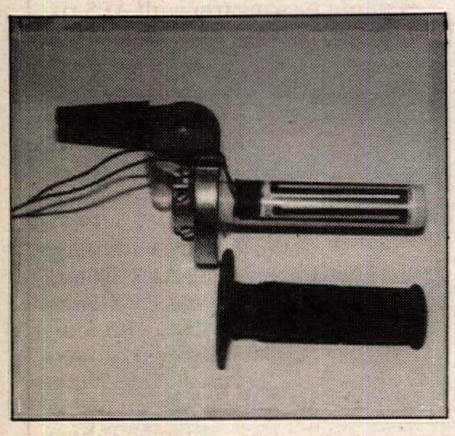
NEW PRODUCTS



The Lifetime Bike Stand features a vertical-lift design, quick height adjustments, and compact size. Made of high-quality steel, the stand is claimed to last a lifetime. Available in black, the stand costs $69.95. For more information contact Holmes Mfg. Co., Dept. CN, 14695 E. Stanford Pl., Aurora, CO 80015, 303/693-3892.



Max-Air Racing's Mud Suit is made of thin, yet durable stitch nylon fabric. The one-piece suit is designed to fit over any chest protector, and features two-way stretch fabric in the shoulder area that extends down the arms and legs. Available in red with blue trim or visa versa, the suit costs $139.95. For more information contact Max-Air Racing, Dept. CN, 11910-C Meridian East, Suite 235, Puyallup, WA 98373, 206/840-4383.



Enduro Engineering's Handgrip Heaters are designed to fit any motorcycle that has a lighting coil, and are claimed to keep your hands warm even in the coldest conditions. A pair costs $24.95. For more information contact Enduro Engineering, Dept. CN, 6081 S. Logan, Lansing, MI 48911, 517/393-2421.

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January 23, 1992	9116	'87 Anaheim Supercross	5:30 - 6:30 pm
January 30, 1992	9117	'87 San Diego Supercross	5:30 - 6:30 pm
February 6, 1992	9118	'87 Atlanta Arenacross 125cc	5:30 - 6:30 pm

*Times subject to change based on LA Kings games - check your local listings

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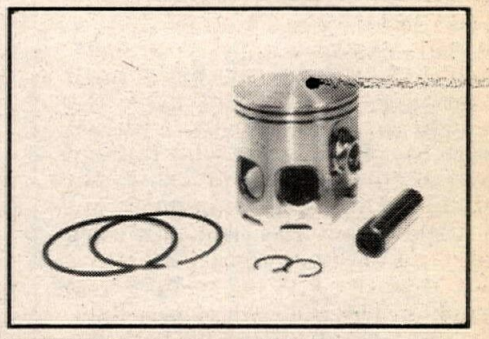

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NEW BIKES 1992 Moto Guzzis

The 1992 Moto Guzzi lineup just missed our end-of-the-year Buyer's Guide issue, so here it is now.

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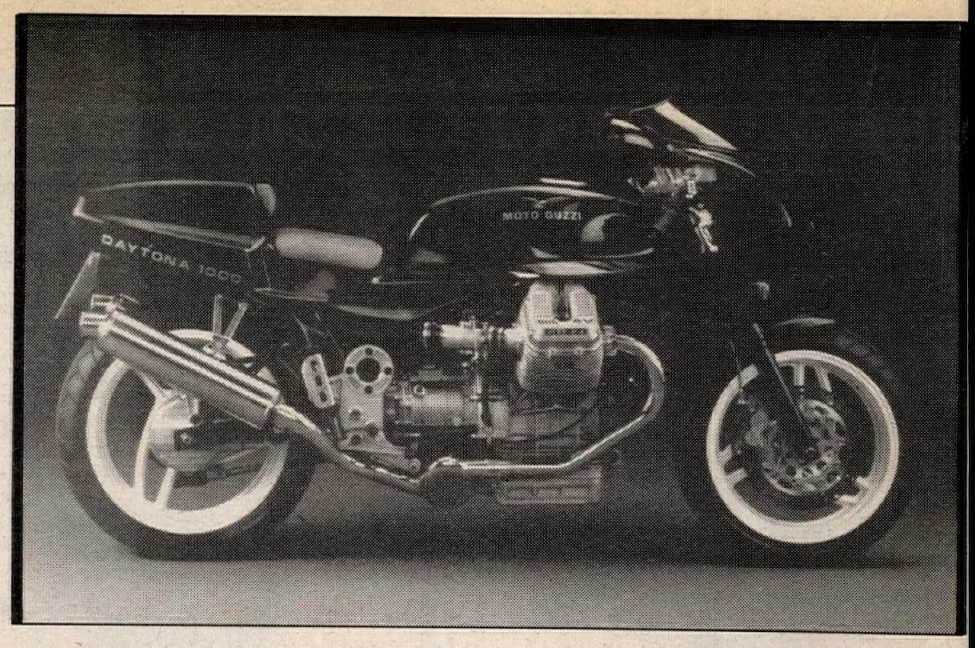
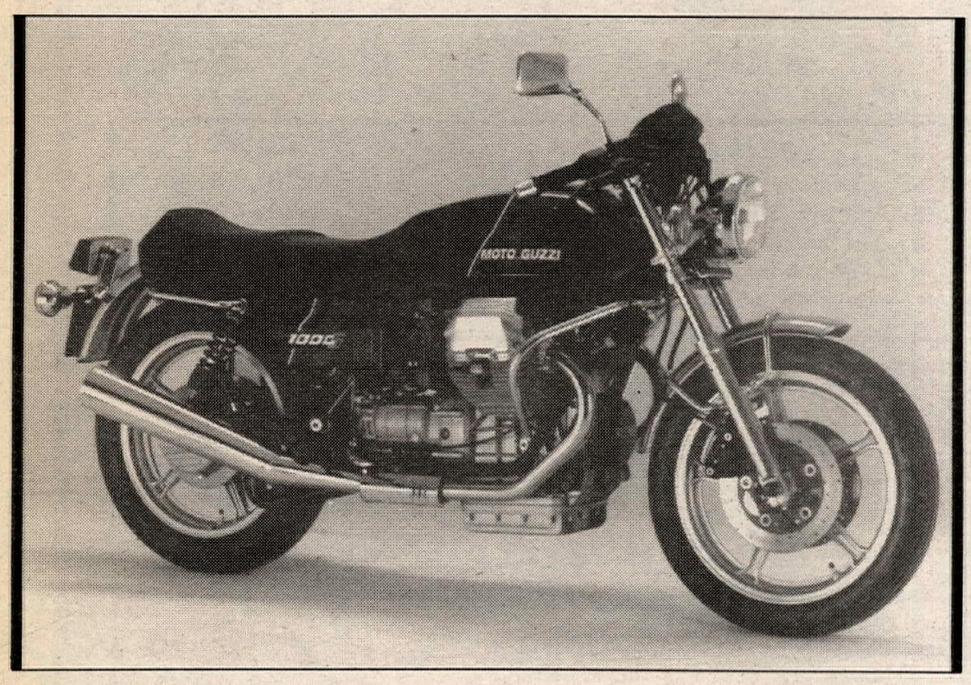
Lillington, NC 27546
919/893-3914



Moto Guzzi Daytona 1000

List Price	N/A	**Wheelbase**	N/A
Displacement	992cc	**Rake/trail**	N/A
Engine type	Air-cooled, V-twin, four-stroke	**Seat height**	N/A
Bore x Stroke	20x78mm	**Front tire**	120/70x17
Compression ratio	10:1	**Rear tire**	160/60x18
Carburetion	EFI	**Front wheel travel**	N/A
Ignition	Digital	**Rear wheel travel**	N/A
Transmission speeds	5	**Front brake**	Dual disc
Starting system	Electric	**Rear brake**	Disc
Fuel capacity	5.98 gal.	**Final drive**	Shaft
		Claimed dry weight	451 lbs.

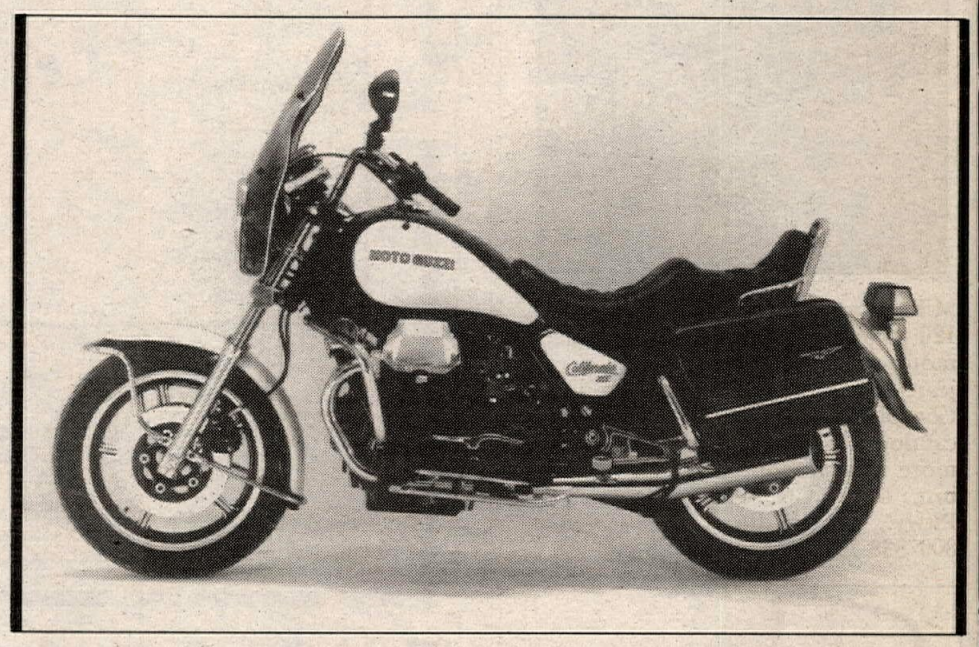


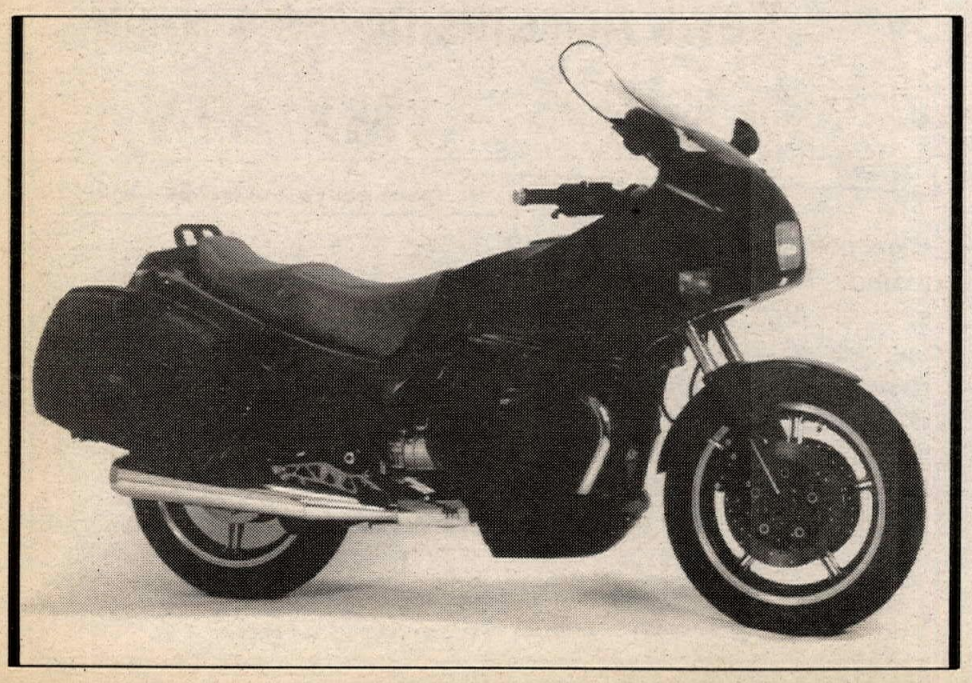
Moto Guzzi 1000S

List Price	N/A	**Wheelbase**	N/A
Displacement	948.8cc	**Rake/trail**	N/A
Engine type	Air-cooled, V-twin, four-stroke	**Seat height**	N/A
Bore x Stroke	88x78mm	**Front tire**	100/90x18
Compression ratio	N/A	**Rear tire**	120/90x18
Carburetion	N/A	**Front wheel travel**	N/A
Ignition	CDI	**Rear wheel travel**	N/A
Transmission speeds	5	**Front brake**	Dual disc
Starting system	Electric	**Rear brake**	Disc
Fuel capacity	6.6 gal.	**Final drive**	Shaft
		Claimed dry weight	475 lbs.

Moto Guzzi California III

List Price	N/A	**Wheelbase**	61 in.
Displacement	948.8cc	**Rake/trail**	28°/3.68 in.
Engine type	Air-cooled, V-twin, four-stroke	**Seat height**	30 in.
Bore x Stroke	88x78mm	**Front tire**	110/90x18
Compression ratio	9.2:1	**Rear tire**	120/90x18
Carburetion	(2) 30mm Dell 'Orto	**Front wheel travel**	N/A
Ignition	CDI	**Rear wheel travel**	N/A
Transmission speeds	5	**Front brake**	Dual disc
Starting system	Electric	**Rear brake**	Disc
Fuel capacity	6.6 gal.	**Final drive**	Shaft
		Claimed dry weight	550 lbs.



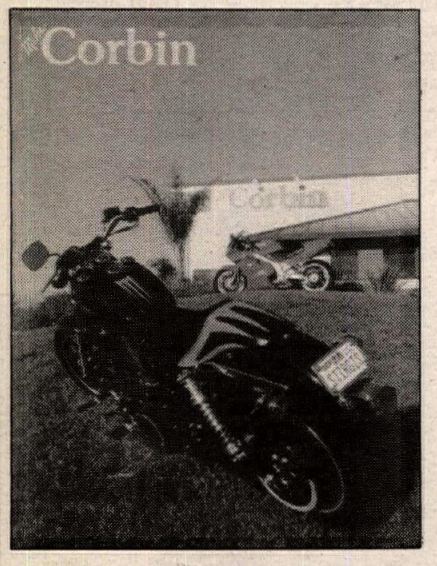


Moto Guzzi 1000SP III

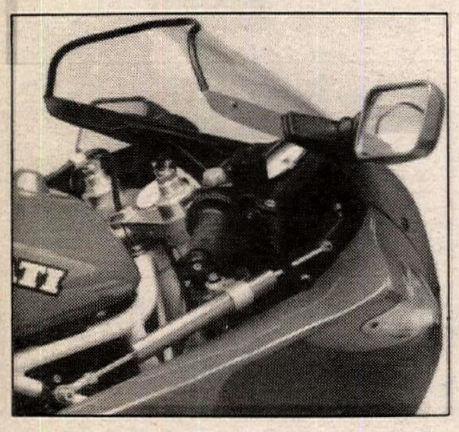
List Price	N/A	**Wheelbase**	N/A
Displacement	948.8cc	**Rake/trail**	N/A
Engine type	Air-cooled, V-twin, four-stroke	**Seat height**	N/A
Bore x Stroke	88x78mm	**Front tire**	110/90x18
Compression ratio	10:1	**Rear tire**	120/90x18
Carburetion	(2) 36mm Dell 'Orto	**Front wheel travel**	N/A
Ignition	Electronic	**Rear wheel travel**	N/A
Transmission speeds	5	**Front brake**	Dual disc
Starting system	Electric	**Rear brake**	Disc
Fuel capacity	5.9 gal.	**Final drive**	Shaft
		Claimed dry weight	506 lbs.

NEW PRODUCTS

Tour Master's Road Race Competition Glove features a padded knuckle and finger area, special palm design with metal studs, a reinforced grip area, and a large velcro wrist closure. Available in three color combinations in sizes XS-XXL, the a pair costs $51.95. For more information contact Tour Master, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.



Mike Corbin's 1992 Catalog features 120 pages full of over 250 hand-made motorcycle accessories; seats, boots, jeans, and other various bolt-on items. Complete with application charts, the catalog is available at no charge. For more information contact Mike Corbin, Dept. CN, 11445 Commercial Pkwy., Castroville, CA 95012-0880, 800/538-7035.



Storz Performance's 900SS Ducati Steering Damper Kit for 1991-92 Ducatis features a race-quality Ceriani steering damper that is claimed to be fully bolt-on and adjustable. Full movement of the front fork, lock-to-lock, is retained. The kit, complete with all necessary mounting hardware costs $219. For more information contact Storz Performance, Dept. CN, 1445 Donlon St., #18, Ventura, CA 93003, 805/654-8816. CN

PRE-ENTRY FORM

1992 AMATEUR SUPERCROSS SERIES

HOUSTON
Sunday
January 19

SEATTLE
Saturday
February 1

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Sunday
February 23

Round 1 of the AMA Southeast Regional Amateur Supercross Series

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____125 B Intermediate
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____125 Youth 12-15
____Plus 25 A
____250 C Novice
____250 B Intermediate
____250/500 A
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____Seniors 35-Up
____Seniors 40-Up
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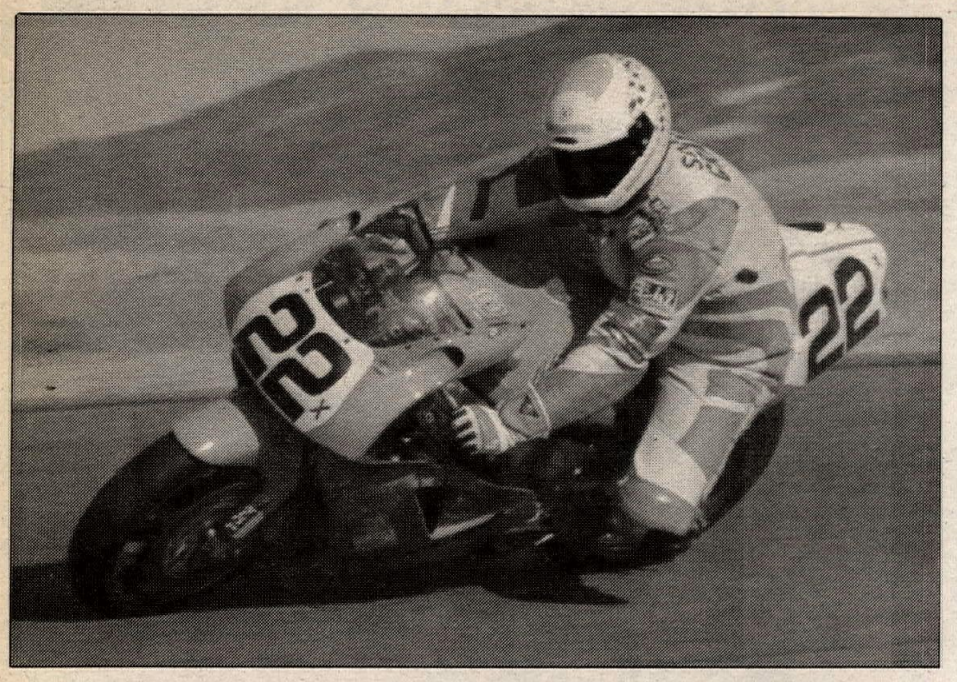
If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

LOCAL EVENTS



Scott Gray won Sunday's Formula One Grand Prix race at Willow Springs.

Saturday MX at Perris saw Mike Moling (30) and Ryan Carroll duel for the lead.

Gray, Milton score at Willow Springs RR

By Eric Vincent

ROSAMOND, CA, DEC. 13-15

It was a weekend of changes and new records at Willow Springs International Raceway as the Willow Springs M.C. held its initial race event and wrapped up the track's motorcycle racing season.

This final weekend of racing activities saw a new motorcycle lap time record set for Willow Springs by former World Champion Eddie Lawson, who was at the track with his 500cc Cagiva GP bike for testing during Friday practice. Despite the Cagiva not being completely set up for the track, Lawson turned in a 1 minute, 25.34 lap, which bettered Scott Gray's previous record by more than half a second.

Gray was also at the track for the race weekend with a newly acquired Rob Muzzy-prepared Kawasaki ZX-7. Seeing Lawson's performance seemed to motivate Gray, who won the Del Amo Motors Miller High Life Formula One Grand Prix race on Sunday, breaking his previous best lap time for Willow Springs in the process. However, he was still unable to improve upon Lawson's record-breaking time.

Starting the F-1 race in the middle of the grid, it took Gray several laps to move into the lead. Initially, that spot was held by Bruce Tebo on his Gary McDonald Racing-sponsored Suzuki GSXR1100 and Yamaha FZR750-mounted Brad Hazen for the first two laps. However, both soon fell prey to a fast charging Paul Harrell, who moved into the lead aboard his Michelin radials-shod Suzuki GSXR1100 after drafting and passing Hazen on the front straight at the beginning of lap three.

A half a lap later, Gray was all over Harrell in the tight turns three and four. In turn five, Gray throttled past Harrell to take the lead, then never looked back. By the time he crossed the finish line, Gray was 18 seconds ahead of Harrell, with Robert Miller finishing the race in third.

On the line this weekend was the number one plate, the battle for which had come down to this final round. The two contenders were Andy Milton and Ritchie Thorp, the pair having battled all year for that top honor.

In the Formula Two race, Vance & Hines Long Beach-sponsored Thorp took the holeshot going into turn one while a poor start by Milton left him in fifth place off the starting grid. Undeterred, Milton maneuvered his Nakamichi-sponsored Yamaha FZR600 rapidly through the pack and was in second within the first two turns. By the end of the first lap, Thorp and Milton were locked in a battle for the lead and were beginning to separate themselves from the other riders. However, several laps later, a charging Jason Paden had closed the gap on the leaders and began challenging Thorp for second.

In turn five, Paden, riding a Yamaha TZ250, made his move and passed Thorp for second. With his sights now set on leader Milton, Paden made several strong challenges, including riding off the track slightly as the riders exited turn nine on the final lap. However, Milton held on to take the win with Paden second and Thorp third.

A third place finish in the F-2 race was a setback for Thorp, and the battle for the number one plate came down to the outcome of the 600cc Supersport race. Although Willie Burr led the race for the first few turns on his Foothill Yamaha-sponsored FZR600, Thorp and Milton both quickly moved up and took over the front running spots. Thorp was leading by turn four, but Milton got a strong drive out of turn five and down the back straight to pass Thorp. However, Thorp, riding on DOT Dunlop tires, made his move in turns eight and nine, passing Milton who was riding on Dunlop slicks.

The remainder of the race saw the two riders continue to dice for the lead. Starting the final lap, Thorp attempted to pass Milton on the outside of turn one but was shut out. Thorp kept the pressure on and coming out of turn nine he drafted Milton and then pulled alongside as they neared the checkered flag. Milton managed to squeeze a bit more power out of his FZR to just edge out Thorp at the line. Burr held on to finish third. The race win gave Milton the number one plate for the season. **CN**

Results

NOV 0-500: Takanobu Kitao (Yam); 2. Lovy Celestre (Yam); 3. Jens Haeyter (Yam).
NOV 501-699: 1. James Jantz (Yam); 2. Gregory Gabova (Yam); 3. Roberto Torrez (Yam).
NOV 700-OPEN: 1. Oscar Ortiz (Suz); 2. Bryce Pennington (Suz); 3. Don Almeido (Suz).
500 STK PROD: 1. Willie Burr (Yam); 2. Patrick Murray (Yam); 3. Joji Idkumoto (Yam).
VINT TW: 1. Bill Fennessy (Yam).
750 STK PROD: 1. Jim VanVegten (Yam); 2.Kenny Kopecky (Yam); 3. Klaus Groeger (Suz); 4. Paolo Zeppa (Suz); 5. Paolo Tagliapietra (Suz).
600 STK: 1. Willie Burr (Yam); 2. Michael Grant (Hon); 3. Dave Campbell (Yam); 4. David Francis (Yam); 5. Mark McDonald (Yam).
400 MOD PROD: 1. Willie Burr (Yam); 2. Ritchie Thorup (Yam); 3. Patrick Murray (Yam); 4. John Iacobucci (Yam); 5. Dave Frankenbach (Yam).
500 MOD PROD: 1. Mike Franklin (Kaw); 2. Jodi Alcalay (Kaw).
F-SGL: 1. Carl Leggspi; 2. Marc Field (Yam); 3. Eric Sherrer; 4. Patrick Russell (Hon).
F-2: 1. Andy Milton (Yam); 2. Jason Paden (Yam); 3. Ritchie Thorup (Yam); 4. Michael Montoya (Yam); 5. Michael Benson (Yam).
BOTT H/W: 1. Erwin Rainak (Duc); 2. Mick Ofield (Duc); 3. Eion Flory (BMW); 4. Lloyd Johnson (Duc); 5. Bill Fennessy (Yam).
BOTT L/W: 1. Klaus Groeger (Hon); 2. Jerry Jirkovsky (Kaw); 3. Donald Babb (H-D); 4. John McMahan (Kaw); 5. Ted Kapner (Hon).
600 SGL: 1. Carl Legaspi (Hon); 2. Marc Field (Yam); 3. Eric Sherrer; 4. Patrick Russell (Hon).
400 S/ST: 1. Willie Burr (Yam); 2. Michael Montoya (Yam); 3. John Iacobucci (Yam); 4. Patrick Murray (Yam).
500 S/ST: 1. Ritchie Thorup (Yam); 2. Dave Frankenbach (Yam); 3. Kurt Marriner (Suz); 4. Frank Aragaki (Yam); 5. Jerry Jirkovsky (Kaw).
600 MOD PROD: 1. Andy Milton (Yam); 2. Ritchie Thorup (Yam); 3. Willie Burr (Yam); 4. Harold Winkles (Yam); 5. David Francis (Hon).
F-1: 1. Scott Gray (Kaw); 2. Paul Harrell (Suz); 3. Robert Miller (Suz); 4. Bruce Tebo (Suz); 5. Jim Van Vegten (Yam).
F-3: 1. Kevin Murray (Hon); 2. Scott Macadam; 3. Ken Canaga (Kaw).
500 SGL: 1. Carl Legaspi (Hon); 2. Scott Fabbro (Hon); 3. Patrick Russell (Hon).
OPEN MOD PROD: 1. Jim VanVegten (Yam); 2. Kenny Kopecky (Yam); 3. Orlando Pablo; 4. Rick Kovacs (Suz); 5. Mike Riche (Suz).
750 MOD PROD: 1. Jeff Rohn (Kaw); 2. Jeff Wells (Suz); 3. Paolo Zeppa (Suz); 4. Oscar Ortiz (Suz); 5. Erwin Rainak (Duc).
600 S/ST: 1. Andy Milton (Yam); 2. Ritchie Thorup (Yam); 3. David Francis (Hon): 4. Willie Burr (Yam); 5. Jeff Barton (Yam).
750 S/ST: 1. David Francis; 2. Kenny Kopecky (Suz); 3. Jeff Rohn; 4. Donnye Vance (Yam); 5. Paolo Zeppa (Suz).
OPEN S/ST: 1. Robert Miller; 2. Bruce Tebo; 3. Jim Van Vegten; 4. Orlando Pablo; 5. David Claborn.

Kehoe cleans up at Perris MX

By Tony Alessi

PERRIS, CA, DEC. 21

Erik Kehoe prevailed over Jeff Matiasevich and a contingent of top-level pro riders en route to a four-moto sweep of the 125 and 250cc Pro classes during GFI Super Saturday MX at Perris Raceway.

Mike Chamberlain jumped out of the gate first in the opening 250cc Pro moto but stalled his machine entering the second turn. Matiasevich reacted quickly by changing lines and swept around the situation, while Kehoe and a number of other riders became trapped behind Chamberlain and would collectively restart in the back of the pack. Matiasevich quickly opened a 10-second lead over Steve Drew and Donald Upton, who were battling closely for second. Upton ran into problems when he nearly locked bars with Drew over a high-speed jump and crashed spectacularly Upton walked away but retired for the remainder of the day.

By the start of the fourth lap it was evident that Kehoe was by far the fastest rider on the track as he quickly carved his way to second and chipped away at Matiasevich's lead at a rate of two seconds per lap. During the remaining laps, Kehoe caught and passed Matiasevich and went on to an impressive victory. Matiasevich seemed to settled for second in front of Greg Zitterkopf, Terry Fowler and Chamberalin.

Keohe and Matiasevich ran first and second during the second moto start, as Drew, Chamberlain and 1974 500cc Supercross Champion Gary Semics filed in behind. By the start of the second lap it became clear that it would be a two-man race between Kehoe and Matiasevich. Kehoe seemed quicker in the rough, faster sections while Matiasevich made his time in the technical, tight spots. Kehoe eventually shook free of Matiasevich and went on to a convincing moto and overall win. Matiasevich finished second over Chamberlain and Zitterkopf.

Results

50 FIRST TIMERS: 1. Ryan Beat (Suz); 2. Nathan Simpson (Suz); 3. Kevin Folgheraiter (Yam); 4. James Baker (Yam); 5. Casey Currie (Yam).
50 D-1: 1. Clae Wallace (Yam); 2. Danny Pettigill (Yam); 3. Davey Freeman (Yam); 4. Jason Ciarletta (Yam).
50 D-2: 1. Nick Alvare (Yam); 2. Victor Nunez (Yam).
50 MOD: 1. Vance Freeman (Yam); 2. Danny Pettingill (Yam); 3. Jason Ciarletta (Yam); 4. Clint Ainsworth (Yam); 5. Clae Wallace (Yam).
60 9-11: 1. Billy Payne (Kaw); 2. Sean Hamblin (Kaw); 3. Bryan McGavran (Kaw); 4. Eric Wood (Kaw); 5. Vance Freeman (Kaw).
80 BEG: 1. Tim Beatty (Suz); 2. Pete Roles (Suz); 3. Bret Thorton (Suz); 4. Andrea Webb (Suz).
BIG WHL: 1. Jason Padilla (Kaw).
80 NOV: 1. Glenn Branson (Suz); 2. Jiri Dostal (Suz); 3. Eric Anderson (Kaw); 4. Danny Carlson (Kaw).
80 INT: 1. Dustin Nelson (Suz).
125 BEG D-1: 1. Ryan Carroll (Hon); 2. Mike Molina (Hon); 3. Brady Schmidt (Hon); 4. Dean Shaw (Hon); 5. Mike Kiefer (Yam).
125 BEG D-2: 1. David Hughes (Yam); 2. Darren Rivers (Yam); 3. Mario Pace (Hon); 4. Mike Barney (Yam); 5. Judd Scantan (Suz).
125 NOV: 1. Mike Little (Tre); 2. Dave Ferrier (Kaw); 3. Lawrence Lewis (Yam); 4. Sal Ugarte (Yam); 5. Mike Battista (Suz).
125 INT: 1. Steve Andrich (Kaw); 2. Mike Metzger (Suz); 3. Ty Kady (Kaw); 4. David Casada (Suz); 5. Eric Wright (Suz).
125 PRO: 1. Erik Kehoe (Hon); 2. Brian Manley (Suz); 3. Bubba Erikson (Suz); 4. Mike Chamberlain (Yam); 5. Joel Albrecht (Yam).
250 BEG D-1: 1. Travis Louther (Hon); 2. Joe Ryan (Hon); 3. Ryan Carroll (Hon); 4. Jim Thrift (Kaw); 5. Steve Andre (Yam).
250 BEG D-2 A: 1. Judd Scanlan (Yam); 2. Peter Ackourey (Yam); 3. Marc Deshane (Hon); 4. Craig Peterson; 5. David Herbold (Hon).
250 BEG D-2 B: 1. Petter Ackourey (Yam); 2. Marc Deshane (Hon); 3. Craig Peterson; 4. Gary Kinset (Suz).
250 NOV: 1. Bobby Hubbard (Yam); 2. Todd Blackman (Kaw); 3. Troy Cunningham (Hon); 4. Mike Davis (Yam); 5. Petrick Fringer (Suz).
250 INT: 1. Mike Metzger (Suz); 2. Larry Lawrence (Yam); 3. Joe Tuttobene (Yam); 4. Greg Herbold (Yam); 5. Tony Seckman (Yam).
250 PRO: 1. Erik Kehoe (Hon); 2. Jeff Matiasevich (Kaw); 3. Greg Zitterkopf (Kaw); 4. Mike Chamberlain (Yam); 5. Terry Fowler (Yam).
500 BEG: 1. Garth Milan (ATK); 2. Douglas Chaney (Hon); 3. Bernhard Leitner (Suz).
500 INT: 1. Kelly Pichel (Kaw); 2. Tim Harris (KTM); 3. Greg Pierce (Hon); 4. Dan Paulson (Kaw); 5. Brian Mangen (Hon).
250 PRO: 1. Rex Staten (Yam); 2. Steve Drew (ATK); 3. Willy Musgrave (ATK); 4. Paul Krause (Kaw).
+25 BEG: 1. Mike Steinhoff (Yam); 2. Bobby Doty (Kaw); 3. Glenn Delatorre (Suz); 4. Jeff Bustis; 5. Peter Ackourey (Yam).
+25 NOV: 1. Mike Little (Tre); 2. Scott Highland (Suz); 3. Mark Stroup (Hon); 4. Marion Marshall (Hon); 5. John Tomac (Kaw).
+25 INT: 1. Kevin Fringer (Kaw); 2. Larry Lawrence (Yam); 3. Eddie Davis (Yam); 4. John Griffin (Suz); 5. Chris Lance (Yam).
+30 NOV D-1: 1. Fritz Schnlegel (Yam); 2. Marshall Marion (Hon): 3. Marc Stroup (Yam); 4. Tom Rufus (Yam); 5. Mark Moore (Suz).
+30 NOV D-2: 1. David Fajardo (Hon); 2. Greg Mazzio (Yam); 3. Rudy Stark (Yam).
+30 INT: 1. Greg Fountain (Yam); 2. David Lynch (Hon); 3. J.S. Hanson (Hon); 4. Greg Keim (Yam); 5. Marc Crosby (Yam).
+30 PRO: 1. Rex Staten (Yam); 2. Gary Semics (Hon); 3. Michael Preston (Kaw); 4. Allen Baker (Yam).
+40 OT: 1. George Kohler (Hon); 2. Ray Pisarski (Hon); 3. Josy Weisel (Hon); 4. Karl Scanlan (Yam).
MSTR: 1. George Kohler (Kaw); 2. Jody Weisel (Hon): 3. John White (Hon); 4. Lars Larson (Yam); 5. Ray Pisarski (Hon).
EX: 1. Richard Belaer (Yam); 2. Mike Brooks (Yam); 3. Larry Popp (Hon); 4. George Spearing (Hon); 5. Jack Allen (Kaw).
AM: 1. Al Smith (Yam); 2. Jim Hollon (Hon); 3. James McConnell (Kaw).
NOV: 1. John Flanders (Hon): 2. Kurt Sofka (Kaw); 3. Bill Staley (Yam); 4. John Webb (Hon).

Baca bags Sunrise MX win

By David A. Procida

ADELANTO, CA, DEC. 14

Joey Baca proved you don't need a new motorcycle to be competitive as he scored the overall win in the Vet Beginner class at Sunrise Cycle Park. Baca, riding a 1988 Suzuki RM250 rode to the number one slot without winning a moto, but his 3-2 finishes were all that he needed.

In moto one, Kurt LuKrofka grabbed the

holeshot aboard his Honda with Jerry Woodard hot on his heels. David Tillery was the first to make a move, as he passed Woodard in the scoring chicane.

Up front, LuKrofka who had a open track in front of him was beginning to pull away from the battle for second. Tillery's charge was stopped dead when he jumped out of the pit and landed in the mud. Tillery fell over, and remounted in fifth. Tillery charged after the riders who had passed him, only to go down again when he lost the front end coming off the tabletop jump.

Woodard regained second, only to come under attack from Dan Bernardino. Bernardino used the big tabletop to pass Woodard and take over second place.

Woodard's next challenge came in the form of Baca, who had gotten a midpack start. Baca tried repeatedly to get by Woodard, but to no avail.

On the last lap, Baca made a do-or-die charge in the front section of the track. Three medium-sized jumps lined the straightaway and Baca pulled alongside Woodard on the secod and edged him out on the last to capture the number three slot behind LuKrofka and Bernardino.

Moto two saw a new face at the front of the pack as Martyn Atkin roketed out of the gate to lead the pack through turn one. LuKrofka was close behind along with Baca, Bichnan and Tillery.

Atkin took advantage of a clear track and a clean pair of goggles and roosted away from LuKrofka. Baca, meanwhile had closed on LuKrofka and was pressuring him for second. Bichnan held down the number four spot with Tillery, Woodard and Chris Kemp all in a row behind him. Also coming up through the pack was Bernardino, who was currently in eighth.

Woodard was on the gas, but dropped back a few positions when the Kemp/Bernardino freight train went by. Kemp passed Tillery on the same lap.

Cruising out front, Atkin hadn't noticed that his lead was shrinking. Baca had made his move on LuKrofka and was now looking for the leader. LuKrofka was feeling the pressure from Bichnan, who had closed to his rear fender, and then dove to the inside on the sweeper to take over second.

LuKrofka held onto fourth for the remainder of the moto and Kemp rounded out the top five as Atkin took the win ahead of Baca, who had charged all the way up to only a few bike lengths of the leader.

When the scores were tallied up, it was Baca's 3-2 finishes that took home the gold. Second overall went to a tired LuKofka, with Bichnan capturing third via 5-3 showings.

Results

P/W A: 1. Scott Howe (Yam); 2. Todd Gosalaar (Yam); 3. Wes Brooks (Yam); 4. Donnie Durrer (Yam).
P/W B-1: 1. Jerry Martinez (Yam); 2. Kit Kunath (Yam); 3. Ray Perez (Yam); 4. Caleb Gosselaar (Yam); 5. Shane Smith (Yam).
P/W B-2: 1. Brandon Beckman (Yam); 2. Eric Durrer (Yam); 3. Vinnie Ocuto (Hon); 4. Jack Haden (Yam).
P/W MOD: 1. Cody Elrod (Yam).
60 0-8: 1. Ricky Schaltner (Kaw); 2. David Bremenour (Kaw).
60 9-11: 1. Billy Payne (Kaw); 2. Jonathan Shrimp (Kaw); 3. Michael Grant Young (Kaw); 4. Christopher Gosselaar (Kaw); 5. Jason Larkin (Kaw).
80 9-11: 1. Justin Scullen; 2. Chris Honnold (Kaw); 3. Justin Robinson (Kaw); 4. Cale Noble (Kaw); 5. Eric Woods.
80 BEG: 1. Joel Hughes (Kaw); 2. Kris Fullmore (Suz); 3. Brian McCormick (Hon); 4. Larry Venema (Kaw); 5. Daniel Bernardino (Suz).
80 NOV: 1. Terrance Malan (Suz); 2. Kenneth Reed (Kaw); 3. Eric Anderson (Kaw); 4. Brian Carrillo (Suz).
80 INT: 1. Jeff Willoh (PVK); 2. Rick Elrod (Suz).
125 BEG: 1. Romy Ratliff (Hon); 2. Joe Head (Suz); 3. Shawn Dolmage (Suz); 4. Steve Smith (Kaw); 5. Cliff Cook (Yam).
125 NOV: 1. Yannick Truchi (Hon); 2. Scott Johnson (Suz); 3. Jared Jacobsmeyer (Yam); 4. Jim Buntin (Suz); 5. Shawn O'Brien (Suz).
125 INT: 1. Ty Kady (Kaw); 2. Tracy Asher (DSR); 3. Erik Lindstrom (Hon); 4. Matt Bateman (Suz); 5. Lex Malan (Suz).
125 PRO: 1. Randy Moody (Hon); 2. Darrin Hoeft (Suz); 3. Rich Saxton (Suz); 4. MArk Easley (Yam); 5. Mike Dunlap (Yam).
250 BEG: 1. Cliff Cook (Yam); 2. Martyn Atkin (KTM); 3. Patrick McCade (Hon); 4. Bobby Hermanson (Hon); 5. Robert Webber (Kaw).
250 NOV: 1. Greg Lonergan (Kaw); 2. Marc Allen (Kaw); 3. Eric Martin (Hon); 4. Mike Maute (KTM); 5. Keith Katz (Kaw).
250 INT: 1. Tracy Asher (DSR); 2. Mat Bateman (Yam); 3. Eddie Davis (Yam); 4. Robbie Dunham (Yam); 5. Jimmy Lavorci (Yam).
250 PRO: 1. Don Upton (Hon); 2. Martin Klossner (Yam); 3. Nicky Pounds (Suz); 4. Darrin Hoeft (Suz); 5. Brett DeVries (Suz).
500 BEG: 1. Frizby Sealey (KTM).
500 INT: 1. Erik Lindstrom (Hon); 2. George Wallace (Hon).
JR VET BEG: 1. John Darby (Hon); 2. Person Lynn (Kaw); 3. Jon Hall (Suz); 4. Donny Mares (Yam); 5. David Tillery (Yam).
JR VET NOV: 1. Steve Carteville (Hon); 2. Bob Shrimp (Suz); 3.Nick AThens (Yam); 4. Jeff Hall (Suz); 5. Tim McAdams (HDK).
JR VET INT: 1. Pete Csulak (DMS); 2. Greg Atkinson (Hon).
JR VET EX: 1. Ed McCoy (Yam); 2.Jack Kell (Hon); 3. Greg Keim (Yam); 4. Neil Summers (Yam); 5. John Pack (Yam).
VET BEG: 1. Joe Baca (Suz); 2. Kirk LuKrofka (Hon); 3. Mike Bichnan (Hon); 4. Martyn Atkin (KTM); 5. Dan Bernardino (Suz).
VET NOV: 1. Lenny Baker (HDK); 2. Bret Greening (Hon); 3. Scott Pekarek (Hon); 4. Clay Willison (Hon); 5. Bob Shrimp (Suz).
VET INT: 1. Jere Mason (Yam); 2. Gene Dickson (Suz); 3. Randy Anderson (Yam); 4. Richard Bunch (Yam); 5. Marc Painck (KTM).
VET EX: 1. Andy Segale (Hon); 2. Mark Horton (Hon); 3. George Wallace (Hon).
VET +40: 1. Larry Kirsch (Hon); 2. Bill Weltman (Hon); 3. Bruce McCormick (Kaw).
SR EX: 1. Jim Draves (Tre).
VINT NOV: 1. Frizby Sealey (Hon); 2. Bob Dunham (Yam); 3. Randi Perkins (C-Z).

Kobayashi, Machida top Toys For Tots GP

CARLSBAD, CA, DEC. 15

Southern California's Hitoshi Machida teamed up with Japan's Hiroshi Kobayashi to score the overall win in the team race at the Toys For Tots Grand Prix, held at Carlsbad Raceway. Nearly 300 entrants turned out for the SRA-promoted event that collected toys for the famous U.S. Marine Corps-sponsored charity.

Machida opted to ride the first lap, and grabbed the holeshot aboard his team's Thor/Ceet/Enzo Racing/Marty Smith MX Schools/KCR/Factory Bear-backed Kawasaki KX250. Behind Machida, Steve Mitchell, Keith Sherman and John Dudas argued over second. Machida set a rapid pace and established a comfortable lead by the completion before handing off to Kobayashi. Each team was assigned a wristband that had to be switched between riders with each trade-off.

Sherman handed off to Brandon Eunice, but the team was overtaken by Troy Archer, Dudas' teammate, early in lap two. Like Machida, Kobayashi railed the six-mile course that incorporated the motocross track and several pavement sections, and continued to add their lead.

Machida and Kobayashi were never challenged throughout the rest of the 45-minute race, and scored the overall and Amateur class wins, well ahead of Dudas and Archer, who topped the Novice class. Sherman and Eunice finished third overall and top Beginner team, while Roger Saenz and Lincoln McFadden greeted the checkers fourth overall and second Amateur team. The Amateur team of Mitchell and Alex Paul ran near the front of the pack, but a series of crashes kept them from seriously challenging the leaders.

ATK's Brian Myerscough scored double class wins, as he first scored the Vet Expert class win, then returned to top the Open Expert class. Mike Baker kept Myerscough honest in the Vet class, as he stayed within striking distance for most of the race before dropping back with front brake problems. Baker maintained second to the finish, however, well ahead of Randy Rodriguez.

Myerscough had it much easier in the Open Expert class, as he blasted his big ATK around the track with ease. Johnny Campbell and Rodriguez argued over the runner-up position, with Campbell gaining the upper hand at the finish.

Results

VET EX: 1. Brian Myerscough; 2. Mike Baker; 3. Randy Rodriguez; 4. Tracy Hrach; 5. Craig Adams.
VET AM: 1. Bob Maxwell; 2. Frank Ruff; 3. Rick Lundgren; 4. Mike Ruhstorfer; 5. James DeGaine.
VET NOV: 1. Jon Goush; 2. John Slingerland; 3. Darrell Little; 4. Doug Gillette; 5. Tim Shock.
VET BEG: 1. Mike Roth; 2. Duane Blake; 3. Dan Shepard; 4. Dave Fava; 5. Cliff Ranney.
WMN: 1. Susan McWilliams; 2. Kathy Boese; 3. Charlotte Andre.
S/SR: 1. Harold Soens; 2. Dan Lallier; 3. Roy Munson; 4. Dick Bird; 5. Larry Lauve.
BOMBER: 1. Mike Seeley.
VINT: 1. Tom Rogers; 2. Craig Parkinson; 3. Damon Powell; 4. Corki Moore.
250 EX: 1. Paul Krause; 2. Kevin Geyer; 3. Jamie Campbell; 4. Lincoln Peirsol; 5. Mark Girsch.
250 AM 1. Hiroshi Kobayashi; 2. Kitoshi Machida; 3. E.J. Waight; 4. Jim Hawkins; 5. Larry Cross.
250 NOV: 1. James Henderson; 2. Scott Marlow; 3. Eric Smith; 4. Beau Willette; 5. Charlie Inman.
250 BEG: 1. Chip Schell; 2. Vinicio Petruccioli; 3. Keith Sherman; 4. Richard McCarley; 5. Michael Bartlett.
OPEN EX: 1. Brian Myerscough; 2. Johnny Campbell; 3. Randy Rodriguez; 4. Paul Krause; 5. Keith Fearing.
OPEN AM: 1. Todd Freistat; 2. Mike Seeley; 3. Chris Scott.
OPEN NOV: 1. Jon Gough; 2. Chad Mittag; 3. Doug Gillette; 4. John Dudas; 5. Greg Gamble.
OPEN BEG: 1. Keith Sherman; 2. Brandon Eunice; 3. Dave Fava; 4. Bill Diaz; 5. Jeff Wells.
80 NOV: 1. Daniel Norman.
80 BEG: 1. Billy Nicoll; 2. Pete Roles; 3. John Nicoll; 4. R.J. Chapman; 5. James Wright.
200 EX: 1. James Carrier.
200 AM: 1. Eric Wright; 2. Greg Grieshaber; 3. Tracy Archer; 4. Alex Fuentes; 5. Robb Millikan.
200 NOV: 1. Dennis Jones; 2. Mark Blakley; 3. Steven Fulgham; 4. Tracy Hurst; 5. Bobby Navarro.
200 BEG: 1. David Hughes; 2. Tony Malz; 3. Justin Lusian; 4. Rich Mosley; 5. Ryan Mitchell.
SR EX: 1. Steve Bussell; 2. Richard Jackson; 3. Dennis Middleton; 4. Charlie Conway; 5. T.V. Holmes.
SR AM: 1. Martin McCann; 2. M.J. McCann; 3. Bill Rychlik.
SR NOV: 1. Jack Sabine; 2. Dennis Howell; 3. Bill Kruger; 4. Don Girsch.
SR BEG: 1. Tom Gamble; 2. Robert Wells; 3. John Altamirano; 4. Gary Cogdill; 5. Bob Huff.
TEAM AM: 1. Hitoshi Machida/Hiroshi Kabayashi; 2. Roger Saenz/Lincoln McFayyden; 3. Mike Seeley/Chris Scott; 4. Steve Mitchell/Alex Paul.
TEAM NOV: 1. John Dudas/Troy Archer; 2. Lendon Smith/Scott Marlow; 3. Aaron Praytherr/Chad Mittag; 4. Mike Casey/Shane Pulido; 5. James Wright/Lewis Wright.
TEAM BEG: 1. Keith Sherman/Brandon Eunice; 2. Brian Saunders/Stuart David; 3. Robert Bartlett/Mike Bartlett; 4. Colin Eberly/Justin Lusian; 5. Justin Truhill/Jim Crouch.

McKuhn, Beyer manhandle Salem Arenacross

By Clay Light

SALEM, OR, DEC. 20-21

Doug McKuhn and Gary Beyer were the big winners at the Oregon State Fairgrounds Arenacross. McKuhn won the 125cc Beginner and 80cc Junior classes on both nights and Beyer picked up wins in the Up The Hill and 250cc Pro classes on Friday night and won the 250cc Pro class on Saturday.

Clive Cheffins (421) and Charlotte Andre (53) dice at the Carlsbad Toys For Tots GP.

McKuhn started off by picking up a win in the 80cc Junior class on Friday, even though he trailed lone Intermediate Robert Holtgrew to the finish in both outings. Behind the Holtgrew/McKuhn swapfest rode Dusty Lenaberg and David Turner, eventual third and fourth place finishers.

McKuhn came back to top the 13 rider 125cc Beginner class, easily outpacing the field. McKuhn's 1-1 tally earned his second overall of the evening, ahead of Butch Isacson and Russell Cree.

The weekend's best racing came on Saturday night, as both rider entry and spectator attendance was increased. Beyer did a credible job of fending off Frank McKuhn to top the highly competitive Up The Hill class, which ran combined with the 30-40-year-old classes. Beyer hit lapped traffic in the later stages of both motos and held off McKuhn in both motos.

Randy Fisher topped the 30-40 year-old Intermediate class, while Susan Smith won both 30-40 year-old Junior motos ahead of Mike McDonnell and Glynn Higgins.

Smith came back to soundly thrash the Women's class for the second night in a row. Only a second moto DNF in the second 30-40 Junior moto on Friday kept Smith from winning four events throughout the weekend.

Smith shot into the lead in the first Women's class moto and never looked back. The Over 50 class was combined, and it was Cliff Kobernik giving Smith initial chase, but on the move was Jeanne VanBuskirk, who initially gated near the end of the field. VanBuskirk would get no further, though, as by this time Smith was long gone. The story was much the same in moto two, as VanBuskirk and Laurie Stange trailed Smith.

Results

FRIDAY
P/W: 1. Ryan Coleman (Yam); 2. Joshua Phillips (Yam); 3. Jeff Zertawna (Kaw).
OVER 50: 1. Cliff Kobernik (Hon); 2. Albert Hinkley (KTM).
WMN: 1. Susan Smith (Kaw); 2. Jeanne Van Buskirk (Kaw); 3. Laurie Stange (Suz).
60 JR: 1. Isaac Dawson (Kaw); 2. Ryan Coleman (Yam); 3. Joshua Phillips (Yam).
60 SR: 1. Mike Merina (Kaw); 2. Greg Blackwell (Kaw).
OPEN BEG: 1. Jim Selyer (KTM); 2. Bret McCord (KTM); 3. Sean Russell (Hon).
OPEN INT: 1. Roby Leach (Hon); 2. Rod Comstock (Kaw).
OPEN JR: 1. Jason Smith (KTM); 2. Steve Evensen (Hon); 3. Rocky Jawad (Hon).
80 BEG: 1. Ryan Terlecki (Kaw); 2. Randy Kruse (Yam); 3. Chris Meyers (Hon).
125 INT: 1. Ryan Hagemann (Hon); 2. Eric Rogers (Kaw); 3. Chad Meyers (Hon).
250 JR: 1. Brad Brunkal (Hon); 2. Allen Terlecki (Kaw); 3. Matt Bennett (Hon).
OT INT: 1. Jim Selyer (KTM); 2. Terry Thomas (KTM).
OT JR: 1. Jack Turner (Kaw); 2. Loren Bolster (KTM).
OT MONEY: 1. John Meusling (Hon); 2. Bob Leach (Mai); 3. Bill Cook (Hon).
OT EX: 1. Mike Hickman (Kaw); 2. Rusty Garrison (Kaw).
250 INT: 1. Ryan Leach (Suz); 2. Devin Roe (Suz); 3. Doug Gravelle (Kaw).
250 PRO: 1. Gary Beyer (KTM).
125 JR: 1. Brad Brunkal (Hon); 2. Justin Carroll (Hon); 3. Aaron Crawford (Kaw).
250 BEG: 1. Bryan Fisher (KTM); 2. Richard Johnson (Yam); 3. Paul Meusling.
80 INT: 1. Robert Holtgrew (Kaw).
80 JR: 1. Doug McKuhn (Kaw); 2. Dusty Lenaberg (Suz); 3. David Turner (Kaw).
125 BEG: 1. Doug McKuhn (Kaw); 2. Butch Isaacson (Hon); 3. Russell Cree (Hon).
SATURDAY
P/W: 1. Ryan Coleman (Yam); 2. Joshua Phillips (Yam); 3. Sean Carroll (Yam).
OVER 50: 1. Cliff Kobernik (Hon); 2. Albert Hinkley (KTM).
WMN: 1. Susan Smith (Kaw); 2. Jeanne Van Buskirk (Kaw); 3. Laurie Stange (Suz).
60 JR: 1. Isaac Dawson (Kaw); 2. Ryan Coleman (Yam); 3. Joshua Phillips (Yam).
UTH: 1. Gary Beyer (KTM); 2. Frank McKuhn (KTM); 3. Rick Dasilva (Hon).
30-40 JR: 1. Susan Smith (Kaw); 2. Mike McDonnell (Hon); 3. Glynn Higgins.
OT JR: 1. Tom Erickson (Kaw); 2. Jack Turner (Kaw); 3. Loren Bolster (ATK).
OT MONEY: 1. John Meusling (Hon); 2. Bob Leach (Mai).
OT EX: 1. Mike Hickman (Kaw); 2. Rusty Garrison (Kaw).
125 INT: 1. Chad Askew (Hon); 2. Eric Rogers (Kaw); 3. Chad Reed (Kaw).
80 JR: 1. Doug McKuhn (Kaw); 2. Dusty Lenaberg (Suz); 3. Kory Rasmussen (Kaw).
250 JR: 1. Allen Terlecki (Kaw); 2. Greg Harmon (Hon); 3. Jeff Rands (Hon).
125 BEG D-1: 1. Brian Worthington (Hon); 2. Jim Morris (Kaw); 3. Kurt Wright.
125 BEG D-2: 1. Doug McKuhn (Kaw); 2. Butch Isaacson (Hon); 3. Russell Cree.

Matson masters Hollister MX

By Nuklear Neukam

HOLLISTER, CA, DEC. 22

Dean Matson blasted to the 125 and 250cc Pro class wins at the Fox Racing/Lindeman Suspension-sponsored GFI Winter Series warm up race, held at Hollister Hills SRVA.

Matson led the first 125cc Pro moto from wire-to-wire, while a hot battle raged for second. Jeff Pestana and Tyler Hummel went at it for most of the race with Pestana hanging in for second. Hummel took third, while Tony Flores followed a distant fourth. Tim McClintock overcame some early moto problems to salvage fifth.

Chris Neal swooped into the lead at the start of moto two, with McClintock and Matson in hot pursuit. Neal went down and handed the lead to Matson, while McClintock gave chase. Matson was outclassing his competition this day, and nobody was going to get by. Matson went on for the moto and overall wins, while McClintock followed in second. Flores' consistency paid off as he improved to third this moto, and earned third overall. Neal finished fourth, but a first moto ninth held him to eighth overall. Pestana, on the other hand, recovered from a crash to claim fourth overall with a second moto eighth.

Matson boarded his Honda to trounce the 250cc Pro class as he flew to both moto wins in style. Hummel was really hauling in the first moto as he edged out Trevor Meagher for second, but mechanical woes beset his Suzuki in moto two and kept him out of the competition.

McClintock had a hot second moto and followed Matson in for second and second overall. Flores did a repeat of his 125cc class finishes to take third overall. Meagher finished fourth in moto two for the same overall and Ron Allen rounded out the top five aboard a Suzuki.

Turtle Wickoff was hot to start both 125cc Intermediate motos off, but Jeff Brownlee was able to move by before the checkered each time for the overall. A pair of seconds and second overall went to Wickoff with Mark Klauser 3-3 and third overall.

Results

125 PRO: 1. Dean Matson (Suz); 2. Tim McClintock (Suz); 3. Tony Flores (Yam); 4. Jeff Pestana (Suz); 5. Steve Nelson (Suz).
125 INT: 1. Jeff Brownlee (Suz); 2. Turtle Wikoff (Kaw); 3. Mark Klauser (Kaw); 4. Richard Stephens (Hon); 5. John Leddy (Kaw).
250 PRO: 1. Dean Matson (Suz); 2. Tim McClintock (Suz); 3. Tony Flores (Yam); 4. Trevor Meagher (Yam); 5. Ron Allen (Suz).
250 INT: 1. Todd Damron (Suz); 2. Scott Cowley (Kaw); 3. David Booth (Kaw); 4. Steve Matlock (Yam); 5. Kevin Cordua (Suz).
VET PRO: 1. Irv Achzinger (Hon); 2. Pete Hann (Suz).
VET INT: 1. Eric Harvey (Hon); 2. Steve Matlock (Yam); 3. Mike Scott (Yam); 4. Gary Fargo (Kaw); 5. Richard Tiago (Kaw).
VET NOV: 1. John Matalamaki (Yam); 2. Tom Ross (Hon); 3. Richard Wilson (Hon); 4. Daniel Castrol (Yam); 5. Greg Raub (Hon).
25-29 INT: 1. Tod Luksa (Hon).
25-29 NOV: 1. John Matalamaki (Yam); 2. John Malcolm (Suz).
25-29 BEG: 1. Harold Harris (Kaw); 2. Saul Martinez (Yam); 3. Scott Thompson (Yam); 4. James Weimer (Yam); 5. John Orinager (Yam).
OT EX: 1. Larry Lacey (Yam); 2. Dean Brown (Hon).
OT INT: 1. Russ Sears (Kaw); 2. Bob Rivenbark (Hon); 3. Max Goode (Hon).

LOCAL EVENTS

Mike Jones was the big winner at the Indoor MX Series opener in Columbus, Ohio.

OT NOV: 1. Larry Sabado (Kaw); 2. Ron Clawson (Suz); 3. Bill Kabage (Hon); 4. Tom Banks (Mai); 5. Bob Blake (Suz).
WMN: 1. Terry Ryans (Hon); 2. Jennifer Torres (Kaw).
500 INT: 1. Todd Luksa (Hon); 2. Rick Hollenback (Hon).
500 NOV: 1. Blayne Hollenbeck (Hon); 2. Jeff Andruss (Hon); 3. Greg Raub (Hon); 4. Bradley Hetherington (Hon).
500 BEG: 1. Roy Reime (Kaw); 2. Shawn DeLong (Hon); 3. Robert Isaacson (Hon); 4. Andy Clark (Hon); 5. David Helton (Hon).
250 BEG: 1. Mike Wheeler (Kaw); 2. Devon Seward (Hon); 3. Lance Reinhart (Suz); 4. David Cassel (Suz); 5. James Trent (Yam).
250 NOV: 1. John Ensing (Kaw); 2. Dan Barnett (Yam); 3. Anthony Leimas (Hon); 4. Geoff Woods (Kaw); 5. Anthony Alves (Yam).
P/W: 1. Sheena Patterson (Yam); 2. Daniel Lamm (Yam); 3. Justin Whipple (Yam).
60 NOV: 1. Robert Blake (Kaw).
60 BEG: 1. Randy Norman (Kaw); 2. Rickey Orneles (Kaw); 3. Kathy Pruitt (Kaw); 4. Kurt Long (Kaw); 5. Ryan Morris (Kaw).
80 NOV: 1. Marc Henderson (Suz); 2. Mike Gonzales (Suz); 3. Keith Lawton (Hon); 4. Gary Rios (Suz); 5. Kevin Gonzales (Kaw).
80 BEG: 1. Cory Morris (Kaw); 2. Raymond Blake (Kaw); 3. Ryan Brink (Kaw); 4. Ulysses Pollard (Yam); 5. Doss Barnes (Kaw).
125 BEG: 1. Daniel Hodges (Suz); 2. Chris Stewart (Suz); 3. Craig Humphry (Suz); 4. Kurt Pringle (Suz); 5. Ben Vitale (Yam).
125 NOV: 1. Troy Amerine (Kaw); 2. Brad Axelrod (Kaw); 3. Glen Murata (Suz); 4. Chad Burleson (Hon); 5. Juice Anderson (Suz).

Florida Gold Cup champs honored

By Mike and Anne Adair

GAINESVILLE, FL, DEC. 28
The six-round Florida Gold Cup Series attracted over 400 riders at each stop and was an unqualified success. Class champions were honored at a gala banquet at Gatorback Cycle Park under the "big top," a huge tent. WorldSport's Jerry West said, "We were pleased that participation was so strong during the series. The individual track promoters did a good job of providing good tracks week after week."

Anthony Pocorobba was the big winner in the series, scoring three class championships (125cc B, 250cc B and 125cc 12-15). The Honda West/AXO/Powermist/BS Racing/SNR-sponsored rider said, "I had a lot of good competition and hope that it gave me an edge going into the Florida Winter AMA MX Series."

Results

81 AUTO STK: 1. Joshua Faustino (233); 2. James Stewart Jr. (232); 3. Chaz Northey (229); 4. Jonathan Pereyo (228); 5. Clayton Martin (209).
65 7-11: 1. Jason Thomas (237); 2. Jason Von Fricken (229); 3. Andrei Baloni (203); 4. Jonathon Fereyo (200); 5. Chaz Northey (195).
85 7-11: 1. Jason Thomas (232); 2. Robert Fulton (224); 3. Ray Hansen (218); 4. Robert Farnell (179); 5. Derek Keyes (173).
85 12-13: 1. Jarrett Tippin (231); 2. Darren McElhattan (227); 3. Adam Rake (226); 4. Billy Wood (211); 5. Chris Buck (207).
85 14-15: 1. Brian Cruz (233); 2. Paul Currie (231); 3. Daniel Tipton (226); 4. Robert Holstine (212); 5. Greg Richburg (140).
125 YTH: 1. A. Pocorobba (232); 2. Andrew Despain (232); 3. Chris Brown (222); 4. Rod Furnell (215); 5. Billy Lausberg (207).
125 C: 1. Mike Lampe (236); 2. Steve Trow (232); 3. Jeremy Fogg (231); 4. Chris Brown (225); 5. Jacob Kielty (213).
125 B: 1. A. Pocorobba (239); 2. Andrew Despain (220); 3. Ed Ray (218); 4. Jacob Fogg (204); 5. H. Woolslayer (203).
125 A: 1. Chris Brown (238); 2. Trey Small (220); 3. Whispern Smith (195); 4. T. Blackburn (187); 5. Jeff Lampe (148).
250 C: 1. Jeremy Fogg (221); 2. Jon Grant (220); 3. Robert Brauagh (216); 4. William Lewis (214); 5. James Hayes (211).
250 B: 1. A. Pocorobba (240); 2. John Lake (220); 3. Dustin Rounds (207); 4. Kevin Coxadd (204); 5. H. Woolslayer (201).
250/500 A: 1. Chris Brown (237); 2. Todd Gardner (231); 3. Cliff Giles (227); 4. Ricky Palmer (75); 5. Jon McCabe (74).
500 NOV B/C: 1. Wyndell Kern (240); 2. Mike Wilshaw (211); 3. Charles Newl (210); 4. Steven Stojack (205); 5. Mitchell Holstein (196).
PLUS 25 A: 1. Lee McIlvaine (157); 2. Ricky Perry (116); 3. Scott Duke (40); 4. Ricky Palmer (40); 5. Jon McCabe (39).
PLUS 25 B/C: 1. Jimmy Swanson (226); 2. Steve Stojack (206); 3. Wyndell Kern (202); 4. M. Holstein (199); 5. David Wagner (195).
PLUS 30: 1. David Ellis (234); 2. Dell Miller (227); 3. Donald Dillon (226); 4. Mike Edwards (206); 5. Curtis Smart (193).
PLUS 35: 1. David Ellis (238); 2. Donald Dillon (233); 3. Jeff Hughes (227); 4. James McLellan (199); 5. Peter Harrison (191).
PLUS 40: 1. Thomas Bragg (229); 2. Robert Fulton (227); 3. Peter Harrison (212); 4. Thomas Fogg (210); 5. Dale Buck (209).
16-24: 1. Todd Gardner (234); 2. John Lake (233); 3. Todd Dorman (196); 4. Jacob Fogg (181); 5. Dustin Rounds (175).
WMN: 1. Beth Rewis (239); 2. Judy Adams (232); 3. Delena Johnson (226); 4. Linda Cassels (184); 5. Sandra Lane (108).
BEG: 1. M. Cranford (203); 2. MacKendall (188); 3. David Green (179); 4. James Loomis Jr. (171); 5. Dale Sowder (162).

Summers bombs Battleground Hare Scrambles

By Barry Riggsbee

BATTLEGROUND, AL, DEC. 15
Scott Summers won round seven of the Mid-South Winter Hare Scrambles Series, hosted by the North Alabama Trail Riders in Battleground, Alabama. Warm temperatures greeted 225 riders who enjoyed the challenge of the tight, seven-mile course.

At the drop of the green flag, KTM-mounted Brian Adams sprinted into the Pro class lead. Adams remained the leader until he reached a rocky uphill, where Summers chose a quicker line and crested the hill with the lead. The American Honda/Hondaline/Oakley/PJ1/Bridgestone/White Brothers/Sprockett Specialists/Tsubaki/Camelback/Fredette Racing Products/Maier Mfg./CTi/Bloomington Honda/Arai/Power Mist Racing Fuel-mounted Summers stretched out a lead that would remain uneventful to the finish.

Shad Ricketts maintained his perfect record in the 250cc A class by passing Robert Patterson and Wiles Griffith, who finished second and third, respectively.

The highly competitive Vet A class developed into a see-saw battle between three riders, Ken Joyce, Barry Brazier and Ken Arnold. Arnold eventually put together a quick final lap which earned him the win, while Joyce finished second. Barry Brazier, Bryan Wesson and Mike Taylor rounded out the top five.

Dwight Rudder scored top honors in the Four-Stroke class and showed second place finisher Jackie Potts the skills that earned him a bronze medal in the 1982 ISDE. Potts extended his class lead by finishing second and looks to be on his way to a class win for the series.

Results

PRO: 1. Scott Summers (Hon); 2. Kerry Wisdom (KTM); 3. Bryan Adams (KTM); 4. George Waller (Suz); 5. David Crain (Suz).
OPEN A: 1. Mike Monroe (Kaw); 2. Scott Martin (ATK); 3. Jack Bailey (Hon); 4. Terry Cooper (Kaw); 5. Larry White (Hus).
250 A: 1. Shad Ricketts (Kaw); 2. Robert Patterson (Hon); 3. Wiles Griffith (Suz); 4. Wade Perry (Hon); 5. Jeff Estes (Kaw).
200 A: 1. Chad Froman (KTM); 2. Kevin Brandon (KTM); 3. Tad Working (Hon); 4. Phillip Barker (Hon); 5. Gene Thurman (Yam).
VET A: 1. Ken Arnold (Hon); 2. Ken Joyce (Yam); 3. Barry Brazier (Hon); 4. Bryan Wesson (Kaw); 5. Mike Taylor (Hon).
SR A: 1. Sammy Paulk (Hon); 2. John Giles (Yam); 3. David Graham (Hon); 4. Tom Sullivan (Suz).
OPEN B: 1. Joseph Lawson (Kaw); 2. Eldridge Stanfill (KTM); 3. Randy Crump (Hus); 4. Raymond Bearden (Hon); 5. Russ Stanley (KTM).
250 B: 1. Robert Adkins (Kaw); 2. James Lee (Kaw); 3. Phil Stanfield (KTM); 4. Cody Maxwell (Kaw); 5. Jim Parsons (Kaw).
200 B: 1. Steve Gordon (Kaw); 2. Jerry Castleman (Kaw); 3. Andy Sheffield (Kaw); 4. Todd Boone (Kaw); 5. Frank Conn (Kaw).
125: 1. Brent Bennett (Hon); 2. Kip Haynie (Yam); 3. William Short (Hon); 4. Johnny Henbree (Kaw); 5. Johnny Friedli (Suz).
VET B: 1. Dale Stallings (Kaw); 2. Dave Lamberth (Kaw); 3. Billy Hall (Yam); 4. Rick Shell (Yam); 5. John Broughton (Hon).
4-STRK: 1. Dwight Rudder (Hon); 2. Jackie Potts (Hon); 3. Rob Stephens (Hon); 4. Roger Crow (Hon); 5. Greg Prince (Hon).
SR: 1. Ronnie Hackett (Suz); 2. Ronnie Cicero (Kaw); 3. Chuck Rhoten (Hon); 4. Alan Cruce (KTM); 5. Barry Johnson (Hus).
S/SR: 1. Emmitt Cox (Suz); 2. John Gordon (Kaw); 3. Baynard Starr (Yam); 4. E. Jay Nichols Jr. (Suz).
H/W TR: 1. Joe Hagamaker (Hon); 2. Jason Russell (Hon); 3. Jeff Rummage (Hon); 4. Mark Coleman (Kaw); 5. Jason Jennings (Kaw).
L/W TR: 1. Daryl Gaitan (Kaw); 2. Scott Horton (Kaw); 3. Donnie Sentell (Kaw); 4. Donnie Smith (Kaw); 5. Stephen Farr (Kaw).
WMN: 1. Dorie Sims (KTM); 2. Sherry Graham (Kaw); 3. Sara Arnold (Hon).

Jones jams at Columbus MX

By David L. Patton, Jr.

COLUMBUS, OH, DEC. 6-8
Mike Jones overcame the flu and a hungry group of younger riders to capture four of six main event wins at the 1991-92 Coors Light/ASK Indoor Motocross Series, held in the fairgrounds coliseum. Team Green's Jason Edwards and Suzuki rider Kenny Kizzar joined Jones in the winner's circle.

Davey Yezek grabbed the holeshot in the 125cc main and tried to run away from Jones, who started back in fifth. Yezek, who also won his qualifier in convincing fashion, was working hard to stay in front of Chuck Reed and Jones. Jones caught Reed on the second lap and tried to triple his way past Reed. Reed held him off until the fourth lap, when Jones block passed his way to second, four seconds behind Yezek. Kenny Kizzar followed Jones to the front, battling his way past Reed. John Grewe and David Hand were battling over fifth while trying to hold off hard charging Jason Edwards, who suffered a terrible start. At the halfway point, Kizzar passed Reed, but Yezek maintained his four-second lead. Yezek made a mistake on the eighth lap and crashed in the grandstand whoop section. Jones inherited the lead ahead of Kizzar and Edwards. Mike Jones took the win ahead of Kizzar. Reed held on to third and Edwards held off Davey Yezek for fourth.

Surf Detergent's Jeff Glass passed Mike Jones in the first turn of the 250cc main and quickly opened up a lead. Jones held off Josh Steel and Yezek.

Out front, Glass was pushing it to the limit when he went too fast through the grandstand whoop section. Glass crashed hard and was taken to the hospital as a safety precaution. Glass' bad luck continued when his ambulance was totaled in a crash.

Glass's crash put Jones in control, but Jones was having trouble maintaining his pace. Edwards caught and passed Yezek, while Pederrson worked his way past Kizzar for fifth. Steel held onto second, but Edwards jumped by Steel at the finish line triples. Edwards used the finish triples to leap past Jones for the lead at the start of the last lap. Jones tried to retake the lead but Edwards held on. Steel claimed third and Pederson was able to block pass his way into fourth, ahead of Yezek.

Results

FRIDAY
MICRO: 1. Andy Willard (Yam); 2. Ryan Holliday (Yam); 3. Micky Marshall (Yam); 4. Phillip Bechtel (Yam); 5. Ty Brown (Yam).
65 7-11: 1. Brandon Bartz (Kaw); 2. Jeff Gibson (Kaw); 3. Shaun Kuchler (Kaw); 4. Scott Kuchler (Kaw); 5. Cody Hosla (Kaw).
80 7-11: 1. Jeff Gibson (Yam); 2. Anthony Wickens (Kaw); 3. John Holba (Kaw); 4. Brandon Bartz (Kaw); 5. Brad Marlatt (Kaw).
80 12-13: 1. Mark Burkhart (Hon); 2. Todd Mouser (Kaw); 3. Jason McGuyrt (Kaw); 4. Ken Little (Kaw); 5. Karl Scott (Suz).
80 14-15: 1. Charlie Dunaway (Hon); 2. Joshua Sweat (Suz); 3. Jimmy Evans (Kaw); 4. Chris Thomas (Suz); 5. Eddy Turner (Kaw).
125 B: 1. Robbie Sturgell (Kaw); 2. Tim Norris (Yam); 3. Jason Tolliver (Kaw); 4. Jack Howell (Hon); 5. John Sims (Kaw).
125 C: 1. Paxton Mendelsohn (Hon); 2. Thad Mankin (Suz); 3. Brian Miley (Hon); 4. David Van Curen (Suz); 5. Jason Lightie (Hon).
250 B: 1. Mark Booker (Yam); 2. Matt Eastman (Hon); 3. Shannon Rhoades (Suz); 4. Michael Huntley (Yam); 5. Jason Tolliver (Kaw).
250 C: 1. Paxton Mendelsohn (Hon); 2. Thad Mankin (Suz); 3. Kevin Hantz (Hon); 4. Jason Branson (Kaw); 5. Aaron Madinger (Suz).
OPEN B: 1. Mike Welsh (Kaw); 2. Mark Safreed (Yam); 3. Bill Allen (Kaw); 4. Greg Evans (Hon).
+25: 1. Jeff Hillis (Hon); 2. Mike Roth (Suz); 3. Mike Morgan (Yam); 4. Dave Wise (Suz); 5. Mike Postelwaite (Kaw).
VET 30+: 1. Phil Alderton (Hon); 2. Dave Wise (Suz): 3. Gary Peak (Yam); 4. Richard Robinson (Hon); 5. Larry Greggory (Kaw).
VET 40+: 1. Gary Peak (Yam); 2. Richard Koraleski (Hon); 3. Marty Hosta (Suz); 4. Rodger Finigan (Hon); 5. Rick Stone (Jaw).
125 PRO: 1. Mike Jones (Suz); 2. Kenny Kizzar (Suz); 3. Chuck Reed (Hon); 4. Jason Edwards (Kaw); 5. Davey Yezek (Kaw).
250 PRO: 1. Jason Edwards (Kaw); 2. Mike Jones (Suz); 3. Joshua Steel (Kaw); 4. Chad Pederson (Yam); 5. Davey Yezek (Kaw).
SATURDAY
MICRO: 1. Brian Bartlett (Itj); 2. David Whitcraft (Yam); 3. Kyle Poller (Yam); 4. Willy Browning (Yam); 5. Chris Whitcraft (Yam).
65 7-11: 1. Jeff Gibson (Kaw); 2. Brandon Bartz (Kaw); 3. Brian Bartlett (Yam); 4. Scott Kuchler (Yam); 5. Derrick McKinney (Yam).
80 7-11: 1. Brandon Bartz (Kaw); 2. Jeff Gibson (Yam); 3. Jacob Yontz (Kaw); 4. Bo Bowman (Kaw); 5. Jimmy Prozd (Suz).
80 12-13: 1. Mark Burkhart (Hon); 2. Todd Mouser (Kaw); 3. Wesley Boyd (Suz); 4. Ken Little (Kaw); 5. Jason McGuyrt (Kaw).
80 14-15: 1. Matt Maximoff (Suz); 2. Charlie Dunaway (Hon); 3. Joshua Sweat (Suz); 4. Jimmy Evans (Kaw); 5. Chris Thomas (Suz).
125 B D-1: 1. Roy Denig (Kaw); 2. Jack Steele (Suz); 3. Robbie Sturgell (Kaw); 4. Michael Hollen (Hon); 5. Mark Booker (Yam).
125 B D-2: 1. Mick Troutman (Suz); 2. Mike Hogan (Hon); 3. Craig Billingsley (Suz); 4. Glenn Delong (Kaw); 5. John Hillman (KTM).
125 C D-1: 1. Neil Atwood (Suz); 2. Thad Mankin (Suz); 3. Brian Miley (Hon); 4. Brian DeMoss (Kaw); 5. Chris Johnson (Hon).
125 C D-2: 1. Jim Warner (Suz); 2. Tim Fink (Kaw); 3. Andy Basham (Suz); 4. Jonas Wildman (Suz); 5. Phil Swisher (Yam).
250 B: 1. Travis McCrary (Hon); 2. Shannon Rhoades (Suz); 3. Mike Welsh (Kaw); 4. Matt Kelley (Suz); 5. Jeremy Primmer (Hon).
250 C: 1. Paxton Mendelsohn (Hon); 2. Thad Mankin (Suz); 3. Dean Venoy (Kaw); 4. David Huey (Hon); 5. Jim Warren (Suz).
OPEN B: 1. Mark Safreed (Yam); 2. Mike Welsh (Kaw); 3. Michael Grant (Hon); 4. Greg Evans (Hon); 5. Bill Allen (Kaw).
+25: 1. Mike Roth (Suz); 2. Mike Morgan (Yam); 3. Mike Postelwaite (Kaw); 4. Jeff Hillis (Hon); 5. Kirk Jeffries (Hon).
VET 30+: 1. Phil Alderton (Hon); 2. Dave Wise (Suz); 3. Bryan Lineman (Yam); 4. Gary Peak (Yam); 5. Steve Gifford (Hon).
VET 40+: 1. Gary Peak (Yam); 2. Richard Koraleski (Hon); 3. Roger Shumaker (Yam).
125 PRO: 1. Mike Jones (Suz); 2. David Hand (Hon); 3. Jason Edwards (Kaw); 4. Mark Musselman (KTM); 5. Chuck Reed (Hon).
250 PRO: 1. Kenny Kizzar (Suz); 2. Chad Pederson (Yam); 3. Chuck Reed (Suz); 4. Mike Jones (Suz); 5. Joshua Steele (Kaw).
SUNDAY
MICRO: 1. Brian Bartlett (Itj); 2. David Whitcraft (Yam); 3. Kyle Poller (Yam); 4. Derek Sturgell (Yam); 5. Willy Browning (Yam).
65 7-11: 1. Brandon Bartz (Kaw); 2. Jeff Gibson (Kaw); 3. Brian Bartlett (Kaw); 4. Scott Kuchler (Kaw); 5. Robert Turley (Kaw).
80 7-11: 1. Brandon Bartz (Kaw); 2. Jeff Gibson (Yam); 3. Anthony Wickens (Kaw); 4. Jacob Yontz (Kaw); 5. John Holba (Kaw).
80 12-13: 1. Mark Burkhart (Hon); 2. Todd Mouser (Kaw); 3. Paul McCoy (Hon); 4. Ken Little (Kaw); 5. Jason McGuyrt (Kaw).
80 14-15: 1. Joshua Sweat (Suz); 2. Matt Maximoff (Suz); 3. Charlie Dunaway (Hon); 4. Jimmy Evans (Kaw).
125 B: 1. Tommy Schesser (Kaw); 2. Nick Troutman (Suz); 3. Mark Booker (Yam); 4. Mike Hogan (Hon); 5. Robbie Sturgell (Kaw).
125 C D-1: 1. Chris Johnson (Suz); 2. Paxton Mendelsohn (Hon); 3. Thad Mankin (Suz); 4. Matt Glascow (Suz); 5. Brian DeMoss (Kaw).
125 C D-2: 1. Jim Warner (Suz); 2. Jonas Wildman (Suz); 3. Jay Onago (Suz); 4. Tim Fink (Kaw); 5. Jason Howard (Suz).
250 B: 1. Mark Booker (Yam); 2. Travis McCrary (Hon); 3. Matt Kelley (Suz); 4. Mike Welsh (Kaw); 5. Jack Steele (Suz).
250 C: 1. Paxton Mendelsohn (Hon); 2. Thad Mankin (Suz); 3. David Huey (Hon); 4. Dan Winler (Suz); 5. Paul Dylewski (Kaw).
OPEN B: 1. Mark Safreed (Yam); 2. Mike Welsh (Kaw); 3. Michael Grant (KTM); 4. Greg Evans (Hon); 5. Kevin Deyling (Hon).
+25: 1. Mike Postelwaite (Kaw); 2. Mike Roth (Suz); 3. Jeff Hillis (Hon); 4. Mike Morgan (Yam); 5. Scott McGill (Hon).
VET 30+: 1. Phil Alderton (Hon); 2. Richard Robinson (Hon); 3. Dave Wise (Suz); 4. Brian Broadwell (Suz); 5. Don Stauffer (KTM).
125 PRO: 1. Mike Jones (Suz); 2. Davey Yezek (Kaw); 3. Kenny Kizzar (Suz); 4. Jason Edwards (Kaw); 5. Steve Childress II (Suz).
250 PRO: 1. Mike Jones (Suz); 2. Jason Edwards (Kaw); 3. Chuck Reed (Suz); 4. Steve Childress II (Suz); 5. Chad Pederson (Yam).

Hampshire cleans up at Dade City Banquet

By Kyle Myers

SAN ANTONIO, FL, DEC. 13
Dade City Raceway held their 11th annual year-end banquet at the St. Leo College Hall. Over 500 attended the banquet, which was sponsored by Fox, AXO, Barr's Comp., Bieffe, Bel-Ray, Dunlop, DG, Dirt Squirt Products, Honda, Suzuki, Motion Pro, Motor Cycle Stuff, PJ1, Pizza Hut, Pro-Action and Scott USA.

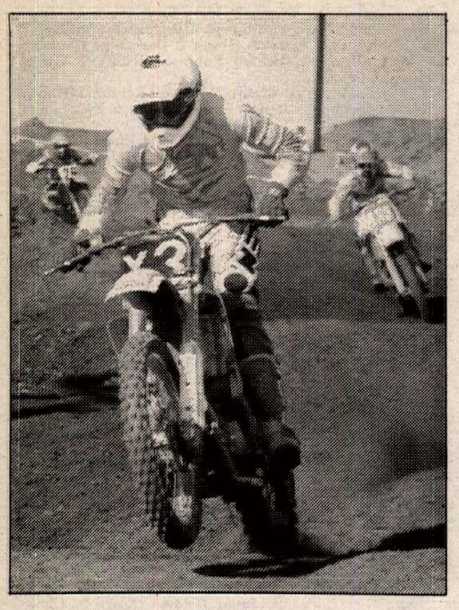
Jerry Lewis was the high-points winner in the 21 race series, but Ricky Hampshire was the top overall rider of the series.

Hampshire won all three classes he entered; the 250cc, Open and Money classes. Hampshire received $1000 for winning the Open Money class from track promoter Randy Yoho. Hampshire also won a Honda Z50R from the local Honda dealer. Hampshire's daughter, Marisa, finished 10th in the Pee Wee class.

The 60cc class was won by August Lausberg. Lausberg won a 1992 Suzuki RM125 from U.S. Suzuki for perfect attendance.

The largest class of the year belonged to the Pee Wee class, where Tyson Hadsell dominated throughout the year. Josh Faustino and James Stewart finished close behind.

The 125cc Schoolboy class was the closest of the year. Anthony Pocorobba edged Kenny Yoho out by a slim 50 points for the class



James Summers was fifth in the 125cc Novice class at Perris.

championship. Pocorobba also finished third in the Open class, while Yoho finished second in the 125cc class.

Results

P/W: 1. Tyson Hadsell (2210); 2. Josh Faustino (1930); 3. James Stewart (1570); 4. Jeremy McDow (1260); 5. J.D. Verrill (1060).

60: 1. August Lausberg (2310); 2. J.B. Ballard (2110); 3. Tyson Hadsell (1650); 4. Jason Von Fricken (1440); 5. Chaz Northey (810).

80: 1. Scott Lamb (2070); 2. Jody Gill (1890); 3. Billy Lausberg (1790); 4. Dean Benzel (1760); 5. Scott Barnes (1660).

125 SCHBY: 1. Anthony Pocorobba (2050); 2. Kenny Yoho (2000); 3. David Sanderson (1460); 4. Chris Johnson (730); 5. Jacob Kielty (700).

125: 1. Tim Everhart (2010); 2. Kenny Yoho (1880); 3. Kevin Nance (1620); 4. Jay Ponkey (1600); 5. David Sheren (1450).

250: 1. Ricky Hampshire (2210); 2. Rick Bigalow (1880); 3. Earl Parker (1580); 4. Frank Bartley (1450); 5. Dennis Kustes (1390).

OPEN: 1. Ricky Hampshire (2160); 2. T. Stringfield (2060); 3. Anthony Pocorobba (2060); 4. Joe Germana (1950); 5. Jay Ponkey (1450).

OPEN MONEY: 1. Ricky Hampshire (1890); 2. Vince DeVane (1790); 3. Gary Paul (1410); 4. Kenny Yoho (1330); 5. David Sanderson (940).

WMN: 1. Beth Rewis (2240); 2. Janet Springfield (1610); 3. Kim Sybert (800); 4. Jennifer Sellars (760); 5. Laurie Hampshire (610).

+25: 1. Ed Garlin (2060); 2. Andy Kelly (1460); 3. Erik Steele (1200); 4. Brett Stromsnes (1100); 5. Frank Bartley (340).

SR: 1. Ed Garlin (1540); 2. Robert Noa (1290); 3. Rob Preston (1120); 4. Tom Bragg (940); 5. Andy Saulo (920).

S/SR: 1. Tom Bragg (1820); 2. Jon Manning (1290); 3. Robert Fulton (1220); 4. Charles Lehing (930); 5. John Krell (750).

Schnell superb at Perris MX

By Tony Alessi

PERRIS, CA, DEC. 14

Greg Schnell propelled his Race Tech-backed Suzuki to a pair of convincing moto victories in the 125cc Novice class during GFI Super Saturday MX at Perris Raceway.

Chuck Enscoe came around first on the opening lap of the first moto while Schnell moved into second and led a group of riders scrambling for third. Schnell bobbled at the base of a deep turn and fell over and dropped back to eighth place as Enscoe began to ride a bit shakey up front. On the fourth lap, Enscoe lost control and crashed, giving Mike Battista the lead. Schnell was burning up the track, though, and repassed Dave Smith, Sal Ugarte, Max Nelson and eventually Battista to assume first. Schnell rode flawless the remainder of the moto to score the win. Battista finished second in front of Ugarte, Nelson and Thayne Zito.

Battista got the holeshot in the second moto followed by Schnell, Tim Olson and James Summers. Schnell powered past Battista for the lead by the start of the third lap and opened a commanding margin, finishing 35 seconds in front of Olson. Summers worked up to third after passing Battista, while Ugarte charged from 15th to finish sixth behind Steve Lawler.

Phil Lawrence continued his dominance of the professional ranks with a four-moto sweep of both the 125 and 250cc Pro classes. Lawrence topped Brian Manley in the first 125cc Pro moto after hard-charging Erik Kehoe seized his machine on the final lap while running second. Donald Upton finished third in his first pro ride, topping East Coast riders Mike Brown and Doug Henry.

Lawrence smoked away in the second moto with Manley again pushing into second. Damon Huffman rode strong for third in front of Mike Chamberlain. Henry rounded out the top five.

Lawrence came back later to secure the 250cc Pro class win after Jeff Matiasevich crashed while leading the final lap of the first moto. Lawrence cruised for the second moto win, topping Chamberlain and Upton.

Results

50 FIRST TIMERS: 1. Jason Arnold (Yam); 2. Nathan Simpson (Suz); 3. James Baker (Yam); 4. Ricky Oliver (Yam); 5. Travis Miller (Suz).

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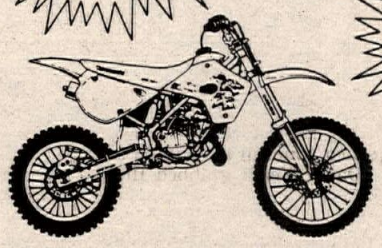

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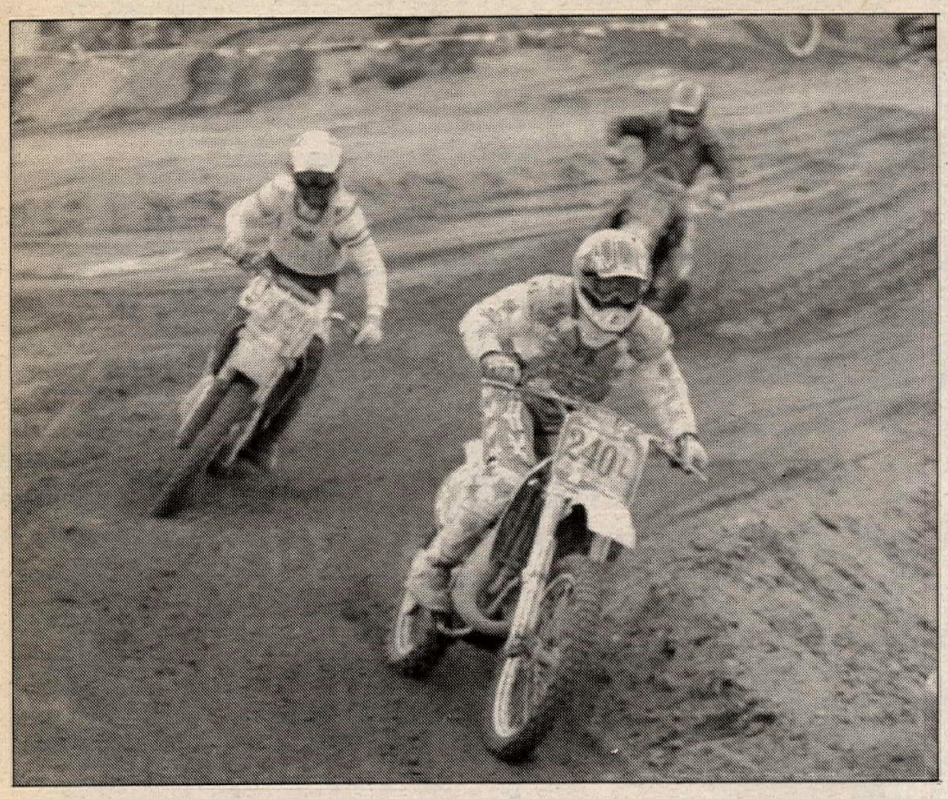


Josh Brewer (240) charged hard at the L.A. County Raceway Merry Christmas GP.

Winner Laney Cobb (333) leads Jamie Bowman in the M/W Supersport class at Moroso.

50 D-1: 1. Jason Carletta (Yam); 2. Danny Pettingill (Yam); 3. Cale Wallace (Yam); 4. Steve Gonzalez (Yam); 5. Davey Freeman (Yam).
50 D-2: 1. Anthony Bruscella (Yam); 2. Brock Bolling (Itj); 3. Jeremy Malott (Yam); 4.Nick Alveraz (Yam); 5. Tyson Talkington (Yam).
50 MOD: 1. Scott Nelson (Yam); 2. Roland Rodriquez (Yam); 3. Jason Ciarletta (Yam); 4. Steve Gonzales; 5. Cale Wallace (Yam).
60 0-8: 1. Scott Nelson (Kaw); 2. Vance Freeman (Yam); 3. Anthony Bruscell (Yam).
60 9-11: 1. Bryan McGauvran (Kaw); 2. Sean Hamblin (Kaw); 3. Eric Wood (Kaw); 4. Roland Rodriquez (Kaw); 5. Richard Zeigler (Kaw).
80 BEG: 1. Chad Norton (Kaw); 2. Tin Beatty (Suz); 3. Pete Roles (Suz); 4. Sean Hamblin (Kaw); 5. Bryan McGavran (Kaw).
80 BIG WHL: 1. Jason Padilla (Kaw).
80 NOV: 1. Glenn Branson (Suz); 2. Danny Carlson (Kaw).
80 EX: 1. Jason Partridge (Kaw); 2. Tyler King (Suz).
125 BEG: 1. Jason Fields (Yam); 2. Ryan Carroll (Hon); 3. Jeff Fleming (Hon); 4. Dean Van Riper (Kaw); 5. Jeff Burtis (Yam).
125 NOV: 1. Greg Schnell (Suz); 2. Mike Battista (Suz); 3. Sal Ugarte (Yam); 4. Tim Olson (Yam); 5. James Summers (Yam).
125 INT: 1. Steve Andrich (Kaw); 2. Shay Fretwell (Suz); 3. Gary Dellegette (Hon); 4. Ty Kady (Kaw); 5. Mike Metzges (Suz).
125 PRO: 1. Phil Lawrence (Suz); 2. Brian Manley (Suz); 3. Mike Chamberlain (Yam); 4. Dana Wiggins (Yam); 5. Doug Henry (Yam).
250 BEG: 1. Eddie Staab (Suz); 2. Joe Ryan (Hon); 3. Jose Aragon (Suz); 4. Marc Deshane (Hon); 5. Danny Pabone (Hon).
250 NOV: 1. Bobby Hubbard (Suz); 2. David Smith (Yam); 3. Scott Mumford (Yam); 4. Pat Fringer (Suz); 5. Todd Blackman (Kaw).
250 INT: 1. Larry Lawrence; 2. Chris Lance; 3. Tim Whitlock; 4. Mike Metzger.
250 PRO: 1. Phil Lawrence (Suz); 2. Mike Chamberlain (Yam); 3. Donald Upton (Hon); 4. Brett Devries (Suz); 5. Terry Fowler (Yam).
500 BEG: 1. Chance Edmondson (Hon).
500 NOV: 1. Darren Elloitt (Hon); 2. Mark Stroup (Hon).
500 INT: 1. Revelle Harrison (KTM); 2. Kelly Pichel (Kaw).
+25 BEG: 1. Eddie Edmondson (Hon); 2. Craig Peterson (Kaw); 3. Bobby Doty (Kaw); 4. Ken Petersonb (Kaw); 5. Rob Martinez (Kaw).
+25 NOV: 1. Tony Alessi (Suz); 2. Nate Otto (Hon); 3. Donnie Luce (Kaw); 4. Dean Brown (Hon); 5. C.T. Falk (Yam).
+25 INT: 1. Larry Lawrence (Yam); 2. Eric Beingesser (Yam); 3. John Griffin (Suz); 4. Greg Fountain (Yam); 5. Kevin Fringer (Kaw).
+30 NOV: 1. Richard Worley (Yam); 2. Greg Erickson (Kaw); 3. Rick Zeigler (Suz); 4. Rudy Stark (Yam); 5. Mike Marion (Hon).
+30 INT: 1. J.S. Hanson (Hon); 2. Steven Lawler (Suz); 3. David Lynch (Hon): 4. Rudy Chavez (Hon); 5. Willy Haney (Hon).
+30 PRO: 1. Mike Baker (Yam); 2. Brent Wallingsford (Kaw); 3. Bob Rutten (Hon): 4. Gary Jones; 5. Clark Jones (Yam).
OT: 1. Alan Olson; 2. George Kohler (KTM); 3. Jody Weisel (Hon); 4. Ray Pisarski (Hon); 5. John White (Yam).

Shields honored at Florida Motocross Banquet

By Kyle Myers

GAINESVILLE, FL, DEC. 7
AXO, FMF, Dunlop, Motocross Action and PMP Distributors presented the 11th Annual Florida Motocross Club's year-end awards banquet.

The event was co-sponsored by Uni-Filter, Maxima, Boyesen, Renthal, Smith, Seminole Honda-Kawasaki, Cycle Werks, WKR, Streit's Honda, Cycle Shop, Sunline, Mike's Cycle Center, Pit Stop Racing, Maier, Daytona Fun Machine, Triton Eng, Cycle Accessories Unlimited, Regency Kawasaki, Suzuki Sea Doo of Orange Park and Castrol.

The big winner of the evening was Tyler Shields, who was the season's overall high-point winner and the Pee Wee class champion. Shields also finished second in the 60cc class, behind Jason Thomas.

Other top winners were Adam Rake in the 80cc B and Super Mini classes, and Drew Justice, who won the Plus 25 and Plus 30 championships.

Tony and Purcel Haynes were in attendance to present the Tony Haynes Sportsmanship award to Mitchell Holstein Sr.

Results

P/W: 1. Tyler Shields (Yam); 2. Scott Williams (Yam); 3. Mitchell Holstein (Yam); 4. Justin Holstein (Yam); 5. T. Brewer (Yam).
60: 1. Jason Thomas (Kaw); 2. Tyler Shields (Kaw); 3. Derek Keyes (Kaw); 4. Scott Perry (Kaw); 5. Greg Landon (Kaw).
80 C: 1. Garrett Pyles (Kaw); 2. James Martin (Yam); 3. Jason Thomas (Kaw); 4. Terrence Rodgers (Suz); 5. Derek Keyes (Kaw).
80 B: 1. Adam Rake (Kaw); 2. Greg Gaitanis (Kaw); 3. Jarrett Tipping (Suz); 4. Shane Hanna (Suz); 5. R. Hiers (Suz).
125 C: 1. Rod Furnell (Kaw); 2. Keith Jones (Kaw); 3. Brett Bohannon (Hon); 4. Mark O'Steen (Kaw); 5. Steve Dumond (Kaw).
125 B: 1. Kyle Myers (Hon); 2. Tom Boyland (Hon); 3. Lonny Bischoff (Hon); 4. Bryan Harper (Suz); 5. Myron Chastain (Kaw).
125 A: 1. Ernie Millan (Hon); 2. Travis Blackburn (Kaw); 3. Chris Brown (Suz); 4. Brett Beauchamp (Hon); 5. Gary Allred (Hon).
250 C: 1. Jimbo Hayes (Yam); 2. Lee Jones (Kaw); 3. Vince Addison (Hon); 4. John Davis (Kaw); 5. Bill Lewis (Kaw).
250 B: 1. Shane Thomas (Kaw); 2. Chris Leonard (Hon); 3. Buck Kinney (Kaw); 4. Brian Broussard (Yam); 5. Tom Boyland (Kaw).
250/500 A: 1. Alan Andreu (Hon); 2. David Kuxhausen (Hon); 3. Jeff Lampe (Hon); 4. Justin Jackson (Kaw); 5. Steve Rayburn (Suz).
S/MINI: 1. Adam Rake (Kaw); 2. Terrance Rodgers (Suz); 3. Greg Gaitanis (Kaw); 4. R. Hiers (Kaw); 5. Dean Joiner (Kaw).
15-24: 1. Chris Leonard (Hon); 2. Rod Furnell (Kaw); 3. Anthony Pocorobba (Hon); 4. Lonnie Blackburn (Kaw); 5. Ernie Milan (Hon).
+25: 1. Drew Justice (Hon); 2. Jimbo Hayes (Yam); 3. Mitchell Holstein (Hon); 4. Scott Miller (Hon); 5. Mike Corbino (Hon).
+30: 1. Drew Justice (Hon); 2. John Bekanich (Hon); 3. Mike Corbino (Hon); 4. Jeff Hughes (Kaw); 5. Johnny Borders (Hon).
+40: 1. Robert Godfree (Suz); 2. Ernie Millan (Hon); 3. Tom Fogg (Kaw); 4. Larry Brinkley (Kaw); 5. Dale Buck (Kaw).

Lonergan levels LACR GP

By Tony Alessi

PALMDALE, CA, DEC. 15
Del-Amo Kawasaki/Team Homeless/Federal Express-backed Greg Lonergan smoked the competition with a come-from-behind ride in the 250cc Novice class at the California Racing Club's Merry Christmas Grand Prix, held at Los Angeles County Raceway.

Jeff Dinkin led the wave off, with Billy Paul and Lonergan close behind. Dinkin fell off the pace 10 minutes into the 45 minute moto and allowed both Paul and Lonergan to pass for first and second, respectively. At the halfway mark, Lonergan was pressing Paul in an effort to take away the lead but Paul continued to resist each attempt.

"He must have looked back 20 times a lap." Lonergan said.

Lonergan let it all hang out in a fast section and locked bars with Paul, almost spelling disaster for both riders. Paul seemed a bit shaken by Lonergan's aggressive riding tatics and surrendered the lead 10 minutes from the end of the race. Lonergan stormed away, eventually winning by 45 seconds, while Paul settled for second. Mark Allen and Dinkin battled for third on the final lap, with Allen pushing ahead at the finish to claim the third spot.

Scott Johnson and Roy Bremenour waged war in the 125cc Novice class. By the 10 minute mark it was evident that it would be a two-man race, Bremenour, who was dressed in a Santa costume, led most of the race. Johnson's consistent pressure paid off when Bremenour changed lines near the end of the race, allowing Johnson to squirt into the lead. Once in the lead, Johnson inched away to the eventual win, while Bremenour crossed the line second in front of Jim Buntin, Fred Ogrim and Yannick Truchi.

Results

P/W A: 1. Todd Gosselaar; 2. Johner Faulkner; 3. Scott Howe; 4. Jared Hernandez; 5. Wes Brooks.
P/W B-1: 1. Kit Kunath; 2. Jarry Martinez; 3. Ray Perez; 4. Tim Buntin; 5. Daleb Gosselaar.
P/W B-2: 1. Sean Collier; 2. Brandon Beckman; 3. Eric Durrer; 4. Vinnie Ocuto; 5. Anthony Barbacovi.
60 0-8: 1. Bobby Bonds; 2. Johner Faulkner; 3. Casey Segale.
60 9-11: 1. Michael Young; 2. Chris Gosselaar; 3. Tanya Faulkner; 4. Eugene Hernandez.
BIG WHL: 1. Michael Collier.
80 9-11: 1. Robby Couse; 2. Chris Honnold; 3. Cole Noble; 4. Eric Woods; 5. Justin Robinson.
80 BEG: 1. Kris Fullmore; 2. Jason Robinson; 3. Jim Gibbs; 4. Tyler Buck.
80 NOV: 1. Kenneth Reed; 2. Brian McCormick.
125 BEG: 1. Joe Heald; 2. Shawn Dolmage; 3. Steve Smith; 4. Cliff Cook; 5. Brian Niller.
125 NOV: 1. Scott Johnson; 2. Roy Bremenour; 3. Jim Buntin; 4. Fred Ogrim; 5. Yannick Truchi.
125 INT: 1. Tracy Asher; 2. Jason Reed; 3. Owen Dickson.
PRO: 1. Butch Smith; 2. John Ray; 3. Jeff Barbacovi; 4. Hugo Carmona.
250 BEG: 1. Danny Lorenz; 2. Patrick McCabe; 3. Robert Webber; 4. Bobby Hermanson; 5. Matt Hawkins.
250 NOV: 1. Greg Lonegon; 2. Billy Paul; 3. Mark Allen; 4. Jeffrey Dinkin; 5. Erik Kleven.
250 INT: 1. Rob Dunham; 2. Ray Noriega; 3. Matt Bateman; 4. Brian Hill; 5. Will Dickson.
500 BEG: 1. Deirson Flynn; 2. Frizby Sealey; 3. Jon Hall.
JR VET BEG: 1. Person Lynn; 2. David Tillery; 3. Leonard Christensen; 4. Ron Garcia; 5. Mark Gates.
JR VET NOV: 1. Nick Athans; 2. Ron Shuler; 3. Jamie Mitchell; 4. Steve Corteville; 5. Jeff Hall.
JR VET INT: 1. Greg Atkinson; 2. Todd Broussard.
JR VET EX: 1. Johnny Zahrt; 2. Jack Kell.
VET BEG: 1. Dann Raburn; 2. Warren Brown; 3. David Tillery; 4. Dan Hall; 5. Mike Brennan.
VET NOV: 1. Martin Cisar; 2. Scott Pekarek; 3. Tommy Woessner; 4. Dean Gates; 5. Bret Greening.
VET INT: 1. Russell Reilley; 2. Marc Prince; 3. Doug Taft; 4. Chris Leiker; 5. Charlie Strong.
VET EX: 1. Brad McLeod; 2. Andy Segale; 3. Rob Petrin; 4. Jon Petrin; 5. Brian Myerscough.
SR BEG: 1. Bruce McCormick.
SR INT: 1. Bob Dunham; 2. Mark Cook.
VINT NOV: 1. Frizby Sealey; 2. Myron Lapka; 3. Francis Ganance; 4. Phil Zellmer; 5. Scott Tremblay.
VINT INT: 1. John Lundgren; 2. Scott Davis; 3. Garey Egloff; 4. Mark Arsenault; 5. Mark Neal.
VINT EX: 1. Brock Suter.
IRMN BEG/NOV: 1. Brian Ratliff; 2. Bret Greening; 3. Frizby Sealey.
IRMN INT/EX: 1. Hugo Carmona; 2. Brad McLeod; 3. Owen Dickson; 4. Mike Gosselaar; 5. Russell Reilley.
TEAM SPTSMN: 1. Walker/Spinelli; 2. Corteville/Zahrt; 3. Ganance/Christensen.
TEAM XR'S: 1. Welty/Barbacovi; 2. Barbacovi/Paul.

Jacks, Cole conquer Moroso RR

By Jerry Humiec

WEST PALM BEACH, FL, DEC. 15
Donald Jacks bagged the $1000 Shootout win at the final event of the season at Moroso Motorsports Park.

At the start, the white Suzuki of Danny Roberts led into turn one followed by Jacks, Rick Shaw, and then John Ashmead. By the third turn, Jacks had taken the lead from Roberts. Roberts stayed with Jacks for only a lap or so before he then came under pressure from Shaw. The two had a good battle going for the remainder of the race. Ashmead retired after several laps, leaving Rick Herndon and Michael Barnes to claim fourth and fifth, respectively.

Solo GTU was won by Joe Cole. Rick Jackson had the lead going into the first turn, followed by Heston, Cole and 44 other riders. The front-running riders broke away from the field with Cole taking the lead position by lap four. Shawn McNary was top Amateur, followed by Jamie Bowman. Expert Steve Wishinski was caught up in the battle between McNary and Bowman, the three riders putting on quite a show. Bowman crossed the strip just ahead of Wishinsky and McNary to finish as the top Amateur and fourth overall.

Donald Jacks dominated the 50-Mile GTO event, disposing of first lap leader Danny Roberts by the end of lap one. Ashmead maintained third the first two times around the circuit and managed to get by Roberts on lap three. Meanwhile, Jacks was extending his lead, but encountered traffic four laps into the event. That allowed Ashmead to catch Jacks. Roberts came under pressure from Shaw and Rick Herndon and was delegated to fifth by the midway point. After Ashmead closed on Jacks, the two riders picked up the pace. Jacks crossed the strip nearly two seconds ahead of Ashmead. Shaw put in a good ride, finishing third with Rick Herndon coming home fourth.

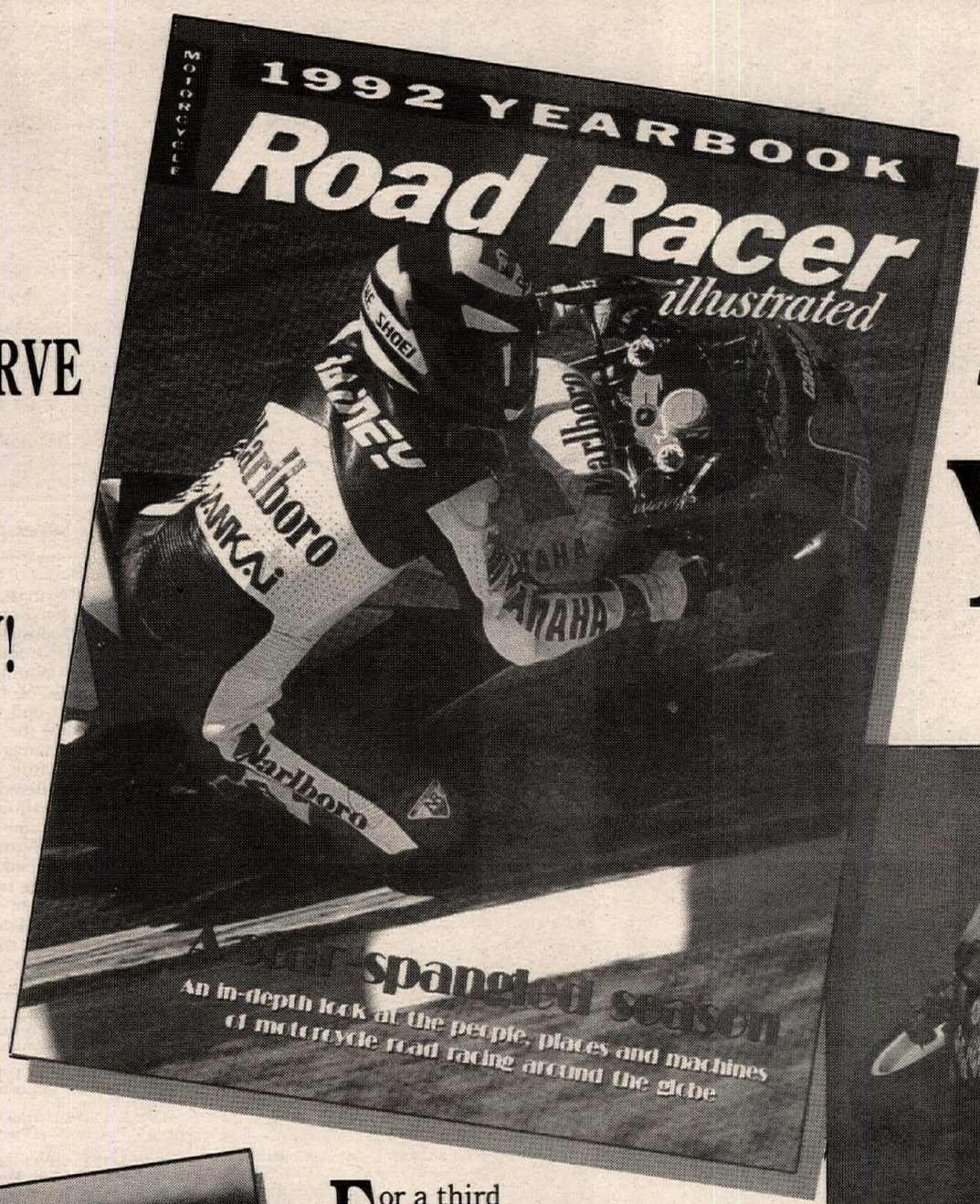
Results

50 MILE GTO EX: 1. Donald Jacks (Suz); 2. John Ashmead (Kaw); 3. Rick Shaw (Yam); 4. Rick Herndon (Suz); 5. Donny Roberts (Suz).
50 MILE GTO NOV: 1. Jamie Bowman (Suz); 2. John Bianchi (Yam); 3. Scott Landis (Suz); 4. Steven Mierley (Suz); 5. Chris Sullivan (Suz).
50 MILE GTU EX: 1. Joe Cole (Yam); 2. Newton Heston (Yam); 3. Rick Jackson (Yam); 4. Stephen Wishinsky (Yam); 5. Derek Nichols (Yam).
50 MILE GTU NOV: 1. Jamie Bowman (Hon); 2. Shawn McNary (Yam); 3. Mike Freeman (Yam); 4. Robert Snow (Yam); 5. Edward Dimeglio (Yam).
L/W GP EX: 1. Joe Cole (Yam); 2. Perry Meineciuc (Apr); 3. Derek Nichols (Yam); 4. Stephen Wishnisky (Yam); 5. Brett Ray (Yam).
L/W GP NOV: 1. Ivan Hills (Yam); 2. Michael Schuyler (Yam); 3. Ronald Stone (Hon); 4. Robert Snow (Yam); 5. David Yaakov (Yam).
H/W S/SPRT EX: 1. Michael Barnes (Kaw); 2. James McConnell (Suz); 3. Paul Fombrun (Suz).
H/W S/SPRT NOV: 1. Jamie Bowman (Suz); 2. Laney Cobb (Hon); 3. Scott Landis (Suz); 4. Kenneth Fahy (Suz); 5. Richard Perry (Suz).
M/W S/BK EX: 1. Newton Hesston (Yam); 2. Rick Jackson (Yam); 3. Lee Pounders (Hon); 4. Glenn Carlson (Yam); 5. Chris Temme (Yam).
M/W S/BK NOV: 1. Jamie Bowman (Hon); 2. Laney Cobb (Hon); 3. John Bianchi (Yam); 4. Damian Weber (Yam); 5. Shawn McNary (Hon).
U/L GP EX: 1. Donald Jacks (Suz); 2. John Ashmead (Kaw); 3. Rick Herdon (Suz); 4. Steve DeComp (Kaw); 5. Perry Meineciuc (Apr).
M/W S/SPRT EX: 1. Billy Eisenacher (Hon); 2. Chris Temme (Yam); 3. Ted Dake (Yam); 4. Terry Barker (Yam).
M/W S/SPRT NOV: 1. Laney Cobb (Hon); 2. Jamie Bowman (Hon); 3. Shawn McNary (Yam); 4. John Bianchi (Yam); 5. Mike Freeman (Yam).
H/W S/BK EX: 1. John Ashmead (Kaw); 2. Rick Shaw (Yam); 3. Steve DeComp (Kaw); 4. James McConnell (Suz); 5. Tam Soroh (Kaw).
H/W S/BK NOV: 1. Jamie Bowman (Suz); 2. Laney Cobb (Hon); 3. Damian Weber (Yam); 4. Gerard Sharkey (Suz); 5. Kenneth Fahy (Suz).
L/W S/BK EX: 1. Rick Jackson (Yam); 2. Todd Henning (Yam); 3. Stan Pollack (Kaw); 4. Mike Copley (Kaw).
L/W S/BK NOV: 1. Ronald Stone (Hon); 2. Michael Shyuler (Yam); 3. David Yaakov (Yam); 4. Chris Stefanik (Yam); 5. Ivan Hills (Yam).
SPTSMN EX: 1. Brett Ray (Yam); 2. Gary Stumn (Yam); 3. Mike Copley (Kaw).
SPTSMN NOV: 1. Chuck Menotte (Yam); 2. Rudy Roaab (Yam); 3. David Barrett (Yam); 4. Scott Mouser (Kaw); 5. Keith Floyd (Yam).
ALL VINT EX: 1. Todd Henning (Yam); 2. John Long (Tri); 3. Bill Bannon (Yam).
ALL VINT NOV: 1. Thaddeus Levandoski (Kaw); 2. Lester Metzler (H-D); 3. Kenneth Serakas (H-D); 4. Ronnie Hollman (Tri); 5. James Gubelmann (Tri).
M/W GP EX: 1. Joe Cole (Yam); 2. Michael Barnes (Yam); 3. Jeff Johnson (Yam); 4. Lee Pounders (Hon); 5. Derek Nichols (Yam).
M/W GP NOV: 1. Jamie Bowman (Hon); 2. John Bianchi (Yam); 3. Robert Snow (Yam); 4. Mark Pitz (Yam); 5. Jim Pihokken (Yam).
L/W S/SPRT EX: 1. Wayne Watts (Yam).
L/W S/SPRT NOV: 1. Michael Schyler (Yam); 2. Julian Poczatek (Hon); 3. Brian Mills (Hon); 4. Chris Stefanik (Yam); 5. Gerald Young (Hon).
S/TW EX: 1. Jerry Wood (Duc); 2. John Costa (H-D).
S/TW NOV: 1. Mark Conti (Duc); 2. Wes Bladow (Duc); 3. Pierre Lacsse (Hon); 4. Scott Mouser (Kaw); 5. Lester Metzler (H-D).
$1000 SHOOTOUT: 1. Donald Jacks (Suz); 2. Danny Roberts (Suz); 3. Rick Shaw (Yam); 4. Rick Herdon (Suz); 5. Michael Barnes (Kaw).

MOTORCYCLE

1992 YEARBOOK

Road Racer *illustrated*



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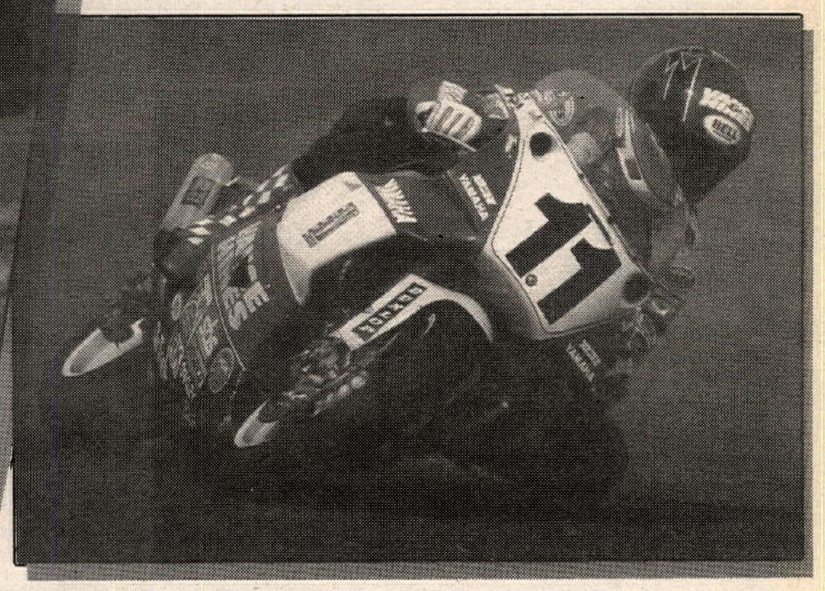
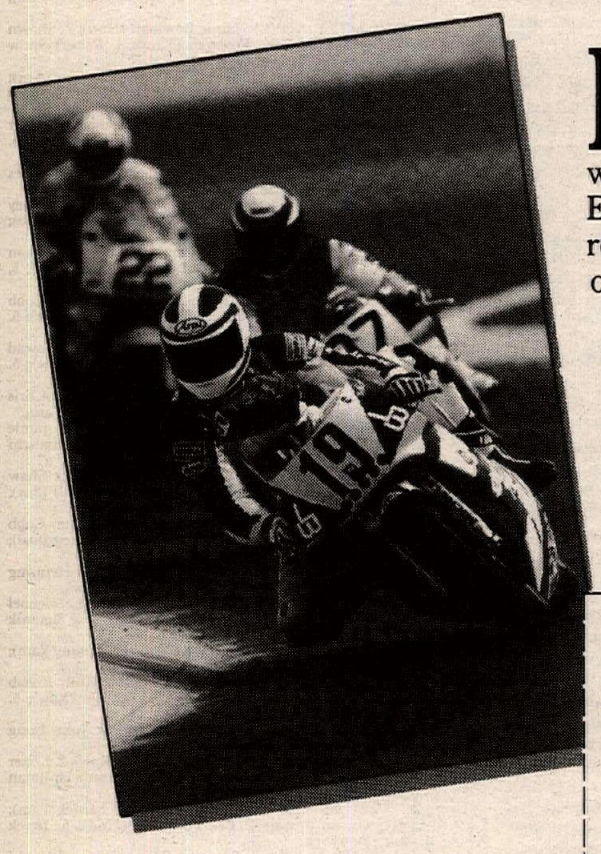
THE 1992 YEARBOOK





For a third straight year, Motorcycle Road Racer Illustrated returns with its 1992 Yearbook — a complete review of the 1991 motorcycle road racing season. Everything from the U.S. National Championships to the exciting world of Grand Prix road racing, from the colorful personalities to hard-line technical information on the state-of-the-art motorcycles. It's all packed into a full-color, perfect-bound yearbook.

The yearbook promises to give action photography from the world's top professional motorcycle racing photographers, facts and figures, and enjoyable reading from those in the know to bring back the highlights of the 1991 season.

Motorcycle Road Racer Illustrated's 1992 Yearbook is sure to give road race fans months of enjoyment while also serving as a reference book to their favorite sport.

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CN

LOCAL EVENTS

Mark Allen (166) chased Greg Lonergon in the 250cc Novice class at Palmdale.

Kellen claims LACR MX laurels

By Tony Alessi

PALMDALE, CA, DEC. 22

Del-Amo Yamaha-sponsored Paul Kellen prevailed in the 125cc Beginner class with a determined second moto ride at the final round of the California Racing Club Trophy Series, held at Los Angeles County Raceway.

Cliff Cook aced the opening 125cc Beginner start, followed by Kellen and Romy Ratliff. Joe Heald found a hot line deep inside the first turn and cut under most of the pack to slide into second behind Cook.

Heald was riding smoothly and glided into the lead on the second lap. Pat Foster worked past Shawn Dolmage, Ratliff and Cook on the third lap, then began to reel in Heald. Foster closed to within two-seconds of Heald when he became cross-rutted and crashed to the ground. By the time Foster remounted, Heald was long gone and rode on to a convincing moto win. Kellen powered past Cook late in the moto to finish a strong second.

Ratliff railed the fast first turn and pulled a clean holeshot in the second moto. Ratliff was riding over his head and crashed before the start of the second lap, handing the lead to Heald. Cook moved into second, but was unable to resist Kellen, who passed Cook on the third lap for second. Kellen chipped away at Heald's lead in the remaining laps, setting the stage for a mail-biting last lap. Kellen pulled in behind Heald two turns from the finish and they drag raced down the final straightaway and launched side-by-side over the finish line jump. It was a photo finish, with Kellen taking the win by a knobby length.

"I gassed it all the way to the tabletop and only prayed I would land alright," said Kellen about his most courageous pass.

Heald shook his head in disbelief and settled for second in front of Cook, Darrin Rivers and Ratliff.

Eddie Staab smoked the 250cc Beginer class by leading every lap of both motos. Staab was never challenged at any point in either moto scoring a convincing overall victory. Cliff Cook rode strong for second in front of Rob Webber and Patrick McCabe.

Scott Mumford rode his last race as a novice and left quite an impression by winning both 250cc Novice motos by more than 40 seconds over the nearest competitor. Mumford passed all the Intermediates except for leader Ed McCoy in both outings. Greg Lonegran and Mark Allen battled in both motos with Allen pulling ahead for second.

Results

P/W A: 1. Donnie Durrer (Yam); 2. Scott Howe (Yam); 3. Todd Gosselaar (Yam); 4. Wes Brooks.
P/W B-1: 1. Jerry Martinez (Yam); 2. Shane Smith (Yam); 3. Kit Kunath (Yam); 4. Tim Guntin (Yam); 5. Ray Perez (Yam).
P/W B-2: 1. Eric Durrer (Yam); 2. Sean Collier (Yam); 3. Vinnie Ocuto (Hon); 4. Brandon Beckman (Yam); 5. Jack Haden (Yam).
P/W 0-8 MOD: 1. Cody Elrod (Yam).
60 0-8: 1. Casey Segale (Kaw).
60 9-11: 1. Michael Young (Kaw); 2. Christopher Gosselaar (Kaw); 3. Tyson Tittlemier (Kaw).
80 BEG: 1. Joel Hughs (Kaw); 2. Kris Fullmore (Suz); 3. Kyle Frazier (Suz); 4. Tyler Buck (Kaw); 5. Pat McNyalty (Kaw).
80 BEG: 1. Robby Couse (Kaw); 2. Chris Honnold (Kaw); 3. Caile Noble (Kaw); 4. Eric Woods (Kaw); 5. Justin Robinson (Kaw).
80 NOV: 1. Kenneth Reed (Kaw).
80 INT: 1. Rick Elrod (Suz).
125 BEG: 1. Paul Kellen (Yam); 2. Joe Heald (Suz); 3. Cliff Cook (Yam); 4. Darrin Rivers (Yam); 5. Romy Ratliff (Hon).
125 NOV: 1. Scott Johnson (Suz); 2. Aaron Wasnea (Kaw); 3. Shawn Obrien (Suz); 4. Bremenour (Yam); 5. Fred Ogrim.
125 INT: 1. Matt Bateman (Yam).
125 PRO: 1. Tim Telford (Kaw); 2. Mark Fasley (Yam); 3. Rich Truchinski (Yam); 4. Jeff Moore (Hon).
250 BEG: 1. Eddie Staab (Suz); 2. Cliff Cook (Yam); 3. Robert Webber (Kaw); 4. Patrick McCabe (Hon); 5. Bobby Hermanson (Hon).
250 NOV: 1. Scott Mumford (Yam); 2. Mark Allen (Kaw); 3. Greg Lonergon (Kaw); 4. Scott Hack (Yam); 5. David Barlow (Kaw).
250 INT: 1. Ed McCoy (Yam); 2. Mat Bateman (Suz); 3. Robbie Dunham (Yam).
500 BEG: 1. Derek Gainer (Hon); 2. Frizby Sealey (KTM); 3. Warren Worthington (KTM).
500 NOV: 1. Jason Trubey (Kaw); 2. Joe Dean (Hon): 3. Dale Trubey Jr. (Kaw).
500 PRO: 1. Tony Sulek (Kaw).
VET BEG: 1. Donn Raburn (Hon); 2. Joey Baca (Suz); 3. Dan Bernardino (Suz); 4. Mike Brennan (Hon); 5. Brian Goodby (Hon).
VET NOV: 1. Lenny Baker (Kaw); 2. Bob Shimp (Suz); 3. Scott Pekarek (Hon); 4. Alex Spinelli (Yam); 5. Norm Schwartz (Kaw).
VET INT: 1. Randy Anderson (Yam); 2. Marc Prince (KTM); 3. Craig Conaway (Yam).
VET EX: 1. Andy Segale (Hon); 2. Scott Walker Jr. (Kaw); 4. Randy Tittlemier (Suz).
JR VET BEG: 1. Barrett; 2. John Darby (Hon); 3. Todd Quinn (Suz); 4. Joey Baca; 5. John Hall.
JR VET NOV: 1. Nick Athanns (Yam); 2. Bob Shimp (Suz).
JR VET INT: 1. Greg Atkinson (Hon); 2. Pete Csulak (Suz).
JR VET EX: 1. Russ Wageman (Suz); 2. Jack Kell (Hon).
VINT NOV: 1. Grizby Sealey (Hon); 2. Wayne Parr (Yam); 3. Chris Worthington (CZ); 4. Randy Perkins (CZ); 5. Warren Worthington (CZ).
VINT INT: 1. Mark Neal (Suz).
SR BEG: 1. Bill Weltman (Hon); 2. Bob Klatt (Kaw).
SR EX: 1. Jack Kell Sr. (Yam); 2. Jim Draves (Yam); 3. Bob Millner (Hon).

Manley masters win at Woodland Scrambles

By Derryl Anderson

WOODLAND, WA, DEC. 15

Fourteen-year-old Beau Manley was the overall winner in the 250cc class at Woodland Motocross Park Scrambles.

In moto one, a tight group of riders fought for the lead with Ryan Anderson coming out first as everyone flew over the start jump. Behind him were Bill Williams, Kory Ellis, Steve Ruth and Manley. Williams passed Anderson through the dogleg and Manley got by Ruth. On the final lap, Ellis spun out in the last corner and dropped to last. Just as that happened, Williams got sideways and Anderson flew by for the win. Behind Ryan was Williams, Manley, Ruth and Ellis.

In moto two, Manley got the holeshot and never looked back as he led Williams, Ruth, Anderson and Ellis. Manley continued to stretch his lead while Anderson and Ellis battled back and forth. At the checkered flag it was Manley by 30 yards over Williams, Ruth, Ellis and Anderson. That final threesome could be covered with a blanket at the flag, but the final order remained unchanged.

In moto one of the hotly contested 125cc class, Manley got the scratch while leading Ellis, Travis Goff, Chad Hansen, Sandy Cardenas, Aaron Noble and Jeremy Porter. Ellis chased Manley, but he never got very close. At the checkered flag it was Manley, Ellis, Goff, Porter, Hansen, Cardenas and Noble.

In the second and final moto, Porter pulled a super holeshot to lead Ellis, Manley and the others around turn two and towards the jump. Ellis and Manley went too wide and Goff went by both of them. Hansen spun out in turn two and never was able to rejoin the pack. Out front, Porter increased his lead to 40 yards. The checkered flag came out for Porter, Goff, Ellis and Manley, while Noble pulled up next to Cardenas coming out of the final corner. Both riders went side by side with Noble getting the nod at the finish. With scoring being counted for both motos the top four riders all ended the day in a five point tie, so the winners were determined by the results in moto two.

Results

50 STK: 1. Dale Ainslie (Yam); 2. Paul Castillo (Yam).

Gene Naumec was the runner-up in the 250/500cc A class at Marian County.

50 MOD: 1. Dale Ainslie (Yam); 2. Justin Williams (Yam).
60: 1. Mike Storm (Hon); 2. Justin Ruth (Kaw); 3. Tony Corles (Hon); 4. Dale Ainslie (Hon).
80: 1. Justin Ruth (Kaw); 2. Matt McDonald (Hon); 3. Mike Storm (Hon).
125: 1. Jeremy Porter (Hon); 2. Travis Goff (Hon); 3. Kory Ellis (Suz); 4. Beau Manley (Kaw).
250: 1. Beau Manley (Hon); 2. Bill Williams (Hon); 3. Ryan Anderson (Suz); 4. Kory Ellis (Suz).
OPEN: 1. Paul Mathewson (Kaw); 2. Ryan Anderson (Suz).
4-STRK OPEN: 1. Don Phillips (Hon); 2. Herb Young (Hon).

Turner wins Marysville MX

By Nuklear Neukam

MARYSVILLE, CA, DEC. 15

FMF/Great Northern Promotions/Mike's Cycle Kawasaki-backed Danny Turner set a few minds reminiscing as they watched him claim the overall win in the Vet Pro class at the Marysville "E" Street track.

Dave Coupe began moto one battling with Jeff Watts, while John Volk followed in at third. After a fast jump out of the gate, Turner settled in at fourth.

While Coupe and Watts wicked it up out front, Turner began to pick up his pace as he worked by Volk. The leaders were long gone by then, and at the checkered Coupe edged out Watts after a healthy dice. Turner finished the moto with a solid third, while Volk and Peter Gondry were fourth and fifth, respectively.

"I needed to get that first moto back out of the way so I could settle my nerves," stated Turner. "Now that that's done I can concentrate on my timing and stuff.

Moto two started with Coupe and Watts going down right after the start. Watts got into a swapper as he and Coupe entered turn two battling for the lead, and the resulting collision sent them to the ground. Coupe was able to rejoin the race even though his pipe was damaged in the pileup.

As Turner motored along ahead of Volk, Coupe was working through the pack. Coupe was able to make up a lot of ground, but he would have to finish second in order to claim the overall. In the end, Turner styled in for the win and the overall, while Volk held on for second. Couple had to settle for third, still enough for second overall with Volk third overall.

At the start of the first 250cc Pro moto, Brandes and Coupe set the pace out front. After a few laps, Brandes started to open a lead on Coupe that he maintained until the checkered. Coupe finished second, while the action for third stayed hot to the end. Jed Green held third for the first few laps, but started to fade and Ron Allen slipped by, followed by Watts. Allen and Watts diced it out to the end, with Allen taking third and Watts fourth. Spud Walters worked his way from last to finish fifth ahead of Green.

Walters luck reversed itself in moto-two as he peeled into the lead at the start with Brandes hot on his heels. Coupe followed along in third, but went down hard on lap one when he tried to move into second. After playing hot potato with Spud for a couple of laps, Brandes took control of the lead for good. The win and the overall went to Brandes with Walters taking second. Allen was again on the pipe in moto two, finishing with another third and edging Walters out of second overall.

Results

VET PRO: 1. Danny Turner (Kaw); 2. Dave Coupe (Hon); 3. John Volk (Suz); 4. Pete Gondry (Kaw); 5. Jeff Watts (Hon).
VET INT: 1. Tavin Weinrick (Suz); 2. Eric Harvey (Hon); 3. Daniel Scharf (Suz); 4. Steve Dombo (Suz); 5. Kevin Nash (KTM).
VET JR: 1. Steve Palfy (Hon); 2. Steve Varnum (Kaw); 3. Alan Bono (Hon); 4. Michael Gorda (Kaw); 5. Bret Rosenburg (Suz).
250 PRO: 1. Michael Brandes (Suz); 2. Ron Allen (Suz); 3. Spud Walters (Kaw); 4. Jed Green (Suz); 5. Sean Conley (Kaw).
125 PRO: 1. Scott Myers (Kaw); 2. Scott McElroy (Suz); 3. Spud Walters (Kaw); 4. Shane Esposito (Kaw); 5. Steve Nelson (Suz).
500 INT: 1. Andy Warnock (Hon).
250 INT: 1. John Volk (Suz); 2. Tom Berry (Hon); 3. Shawn Freiling (Kaw); 4. Dave Lahn (Suz); 5. Dustin Bloomfield (Hon).
125 INT: 1. Chris Barker (Hon); 2. Aaron Cantrelle (Hon); 3. Jake Windham (Suz); 4. Derek Watkins (Hon); 5. Ken Lash (Kaw).
OT MSTR: 1. Terry Sage (Hon); 2. Steve Ferroni (Hon); 3. Richard Schilling (Yam); 4. Jack Baken (KTM); 5. Larry Hartnett (Suz).
OT INT: 1. Tim Colvert (Hon); 2. Bob Milano (Hon); 3. Steve Doll (Hus); 4. Allen Bray (Hon); 5. Harold Noell (Hon).
80 INT: 1. Cody Crawford (Kaw).
80 JR: 1. John Zinda (Kaw); 2. Charles Tracy (Suz); 3. Donovan Mitchell (Suz); 4. Andy Gregg (Kaw); 5. Jermiah Sturdivan (Kaw).
80 BEG: 1. Eric Williams (Kaw); 2. J.J. Cummings (Suz); 3. Michael Gorda (Kaw); 4. Richard Rodriguez (Kaw).
60 MINI: 1. Jacob Gregg (Kaw); 2. Brad Harvey (Kaw).
125 JR: 1. Brian Rocks (Yam); 2. John Williams (Kaw); 3. Tim O'Brien (Yam); 4. John Leddy (Kaw); 5. Ian Radich (Suz).
250 JR: 1. Mark Fain (Hon); 2. Russell Le (Kaw); 3. Steve Storie (Yam); 4. Ron Hampshire (Hon); 5. Kelly Hammer (Kaw).
250 BEG: 1. James Stoneking (Suz); 2. Bret Rosenburg (Suz); 3. Steve Moore (Kaw); 4. Ron Gualtry (Hon); 5. Russ Brandes (Kaw).
500 JR: 1. Steve Storie (Yam); 2. Thomas Hampton (Hus); 3. Bill Jarvis (Hon).
125 BEG: 1. Mike Lopez (Kaw); 2. Shane Medford (Suz); 3. Phillip Atondo (Suz); 4. John Barkey (Suz); 5. Jeremy Cade (Suz).

Schlag scores at Marion County Motocross

By Kyle Myers

REDDICK, FL, DEC. 8

Wyn Kern, Billy Schlag, Philip Pase and Josh Kielty were all double class winners at the 4th Annual Southeastern Regional Championship, held at Motocross of Marion County. Over 200 riders were on hand for the Pit Stop Racing/Pro-Action/Mike's Cycle Center/Mr. Pub-sponsored event.

Kern and Dustin Rounds battled in the 250cc B class. Rounds won the first moto, but Kern easily won the second moto and the overall.

In the Plus 25 class, Kern easily won both motos over Norman Bigalow.

Team Green/Dunlop/Scott/Power Mist/AXO/SND/Renthal/Bell-sponsored Billy Schlag won both the 125cc A and Open A classes. In the first 125cc A moto, Schlag nailed the holeshot with Gene Naumec and Gary Allred following. Naumec, riding a borrowed bike, slid out on the first lap and let Allred by. Naumec quickly regrouped and passed Allred for second. Schlag easily won the moto with Naumec and Allred in tow.

Moto two saw Naumec rip the holeshot with Schlag and Allred in his wake. Naumec and Schlag battled for the lead, until Schlag shot by on a straightaway. Naumec hung tough, but weighed too much for the little 125. Schlag scored the moto and overall wins, ahead of Naumec and Allred.

In the 250/200cc A class, Schlag led the field around turn one, with Todd Gardner, Naumec and James Nagy behind. Naumec quickly passed Gardner while closing in on Schlag. Naumec then passed Schlag in the whoop section. At the finish it was Naumec with the moto win over Schlag, Nagy and Gardner.

In moto two, Schlag again got the start over Naumec, Gardner and Nagy. Schlag and Naumec battled for the lead. Schlag held the inside line around the track and Naumec couldn't find a way around. Schlag took the moto and overall wins over Naumec, Gardner and Nagy. CN

Results

P/W: 1. Clayton Martin (Yam); 2. Josh Verrill (Yam); 3. Brian Gray (Yam); 4. Justin Holstein (Yam); 5. Jason Bennett (Yam).
60: 1. Jason Thomas (Kaw); 2. Tyson Hadsell (Kaw); 3. Scott Perry (Kaw); 4. Jason Von Fricken (Kaw); 5. Derek Keyes (Kaw).
80 7-11: 1. Jeremy Shuttleworth (Kaw); 2. Jason Thomas (Kaw); 3. Cuyler Cribbs (Kaw); 4. Derek Keyes (Hon).
80 12-13: 1. Josh Kielty (Suz); 2. Adam Rake (Kaw); 3. Darren McElhattan (Hon); 4. Ken Mock (Kaw); 5. Chris Buck (Kaw).
80 14-15: 1. Jarrett Tipping (Suz); 2. Garrett Pyles (Kaw); 3. Robert Holstine (Kaw); 4. Chap Harkrader (Suz).
S/MINI: 1. Josh Kielty (Suz); 2. Darren McElhattan (Hon); 3. Adam Rake (Kaw); 4. Robert Holstine (Kaw); 5. Chris Buck (Kaw).
125/250 BEG: 1. Greg Mojher (Hon); 2. Mark Decrenza (Hon); 3. Casey Lynch (Suz); 4. David Manchester (Hon); 5. James Loomis (Hon).
125 C: 1. Jacob Kielty (Suz); 2. Brian Cruz (Kaw); 3. Jason Peres (Kaw); 4. Jorge Diaz (Suz); 5. Curtis Johnson (Yam).
125 B: 1. Josh Latina (Kaw); 2. Andrew DeSpain (Hon); 3. John Fesler (Suz); 4. Kyle Myers (Hon); 5. Damon Forrest (Hon).
125 A: 1. Billy Schlag (Kaw); 2. Gene Naumec (Kaw); 3. Gary Allred (Hon).
250 C: 1. Rob Branagh (Kaw); 2. Don Dillion (Kaw); 3. Barrett Duchscher (Kaw); 4. Ed Garlin (Hon); 5. Mat Kretschar (Hon).
250 B: 1. Wyn Kern (Hon); 2. Dustin Rounds (Yam); 3. John Fesler (Suz); 4. Mike Floyd (Suz); 5. Brian Broussard (Yam).
250/500 A: 1. Billy Schlag (Kaw); 2. Gene Naumec (Kaw); 3. Todd Gardner (Hon); 4. James Nagy (Suz).
OPEN B/C: 1. Phillip Page (KTM); 2. Rudy Sauelli (Hon); 3. King Pickett (Kaw); 4. Ken Rudd (Kaw).
15-24: 1. Dustin Rounds (Yam); 2. James Nagy (Suz); 3. Todd Garnder (Hon); 4. Andrew DeSpain (Hon); 5. John Fesler (Suz).
+25: 1. Wyn Kern (Hon); 2. Norman Bigalow (Hon); 3. John Lundy (Hon); 4. Jimbo Hayes (Yam); 5. Brian Coughlin (Hon).
+30: 1. Phillip Page (KTM); 2. Dell Miller (Suz); 3. Don Dillion (Kaw); 4. Ed Garlin (Hon); 5. Woody Strickland (Hon).
+40: 1. Woody Strickland (Hon); 2. Tom Bragg (Hon); 3. Peter Harrison (Hon); 4. Dale Buck (Kaw); 5. Al Gardner (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series

4/5	Albacete, Spain
4/19	Donington Park, Great Britian
5/3	Mugello, Italy
5/10	Hockenheim, Germany
5/24	Francorchamps, Belgium
6/14	Brainerd, MN, USA
6/28	Paul Ricard, France
7/12	Oesterreichring, Austria
8/9	Most, Czechoslovakia
8/23	Shah Alam, Malaysia
8/30	Sugo, Japan
9/13	Assen, Holland
10/4	Monza, Italy
10/18	Manfield, New Zealand
10/25	Phillip Island, Australia

World C'ship Endurance Road Race Series

4/26	LeMans, France
7/19	Johor, Malaysia
7/26	Suzuka, Japan
8/16	Francorchamps, Belgium
9/20	Paul Ricard, France
10/25	Phillip Island, Australia

World C'ship Observed Trials Series

3/29	TBA, Spain
4/5	Bilstain, Belgium
4/19	TBA, Great Britian
4/26	Powerscourt, Ireland
5/17	Eyhoutiers, France
5/24	TBA, Andorra
6/7	Nepomuk, Czechoslovakia
6/14	Myslenice, Poland
6/21	Kiefersfelden, Germany
7/5	TBA, Italy
8/3	Rennie, Canada
9/5	Watkins Glen, NY, USA

Trial des Nations

9/7	Watkins Glen, NY, USA

World C'ship 125cc MX Series

3/29	Jerez, Spain
4/5	TBA
4/12	Ponte Egola, Italy
4/26	Plomion, France
5/3	Genk, Belgium
5/10	Svamphanan, Sweden
5/24	Kaposvar, Hungary
6/14	Dalecin, Czechoslovakia
7/12	Gdynia-Kolibki, Poland
7/26	Amatitlan, Guatemala
8/2	Campos Jordao, Brazil
8/23	Suzuka, Japan

World C'ship 250cc MX Series

4/5	Valkenswaard, Holland
4/12	Payerne, Switzerland
4/26	Schwanenstadt, Austria
5/3	Gallarate, Italy
6/14	Northeim, Germany
6/21	Foxhill, Great Britian
7/12	Maracay, Venezuela
7/19	Unadilla, NY, USA
8/2	Tibro, Sweden
8/9	Heinola, Finland
8/23	Suzuka, Japan

World C'ship 500cc MX Series

4/5	San Bernardino, CA, USA
5/3	Sverepec, Czechoslovakia
5/10	Sittendorf, Austria
5/24	Ruskeasanta, Finland
6/14	Baldasserona, San Marino
6/21	Reisersberg, Germany
7/5	Hawkstone Park, Great Britian
7/12	Cussac, France
7/19	Lichtenvoorde, Holland
8/2	Namur, Belgium
8/9	Folkendange, Luxemburg
8/23	Roggenburg, Switzerland

Motocross des Nations

9/6	Manjimup, Australia

1992 Int'l Six Days Enduro

8/25-30	Cessnock, Australia

CMA Canadian Nat'l Ice Race C'ship

1/26	Bracebridge, Ont., CAN
2/1	Aylmer, Quebec, CAN
2/9	Val D'Or, Quebec, CAN
2/16	Repentigny, Quebec, CAN
2/23	St. Narcisse, Quebec, CAN

Info 416/522-5705

AMA Grand Nat'l C'ship Camel Pro Series

3/7	Daytona Beach, FL ST
4/11	Sacramento, CA M
5/9	Pomona, CA HM
5/17	San Jose, CA M
5/24	Springfield, IL M
5/30	Parkersburg, WV HM
6/14	Syracuse, NY M
6/27	Lima, OH HM
7/11	Hagerstown, MD HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/5	Rapid City, SD HM
8/22	Indianapolis, IN M
9/6	Springfield, IL M
9/13	Fresno, CA M
9/26	Sacramento, CA M
10/10	Pomona, CA HM

Info 614/891-2425

AMA Camel Supercross Series

1/11	Orlando, FL
1/18	Houston, TX
1/25	Anaheim, CA
2/1	Seattle, WA
2/8	San Diego, CA
2/22	Atlanta, GA
3/7	Daytona Beach, FL
3/14	Charlotte, NC
3/21	Indianapolis, IN
3/28	Tampa, FL
4/11-12	Pontiac, MI
4/25	Las Vegas, NV
5/30	Irving, TX
6/6	San Jose, CA
6/20	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8	Daytona Beach, FL
4/12	College Station, TX
4/26	Monterey, CA

* Additional races to be added
Info 6144/891-2425

AMA Nat'l C'ship 125/250 MX Series

3/1	Gainesville, FL
5/17	Southwick, MA
5/24	Mt. Morris, PA
6/14	Sacramento, CA
7/5	Buchanan, MI
7/26	Troy, OH

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/16	Millville, MN
8/9	Washougal, WA
8/30	Binghamton, NY
9/27	Delmont, PA
10/4	Budds Creek, MD

Info 614/891-2425

AMA Nat'l Arenacross Series

Central

1/10-12	Guthrie, OK
1/31-2/2	Tulsa, OK
2/21-23	Odessa, TX

West

2/7-9	San Francisco, CA
2/14-16	Denver, CO

East

3/13-15	Memphis, TN
3/27-29	Perry, GA

Info 817/834-2298

AMA Nat'l C'ship Enduro Series *

2/16	Coalinga, CA
4/5	Morrison, IL
4/12	Santa Rosa, CA
5/3	Rose City, MI
5/10	Wellston, OH
10/11	Redding, CA
10/25	Bear, DE
11/1	New Paris, IN
11/8	Greenville, OH

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

1/26	Lucerne Valley, CA
2/9	Ridgecrest, CA
3/22	Lucerne Valley, CA
4/11	Jericho, UT
5/3	Las Vegas, NV
9/27	Wendover, UT
10/25	Lucerne Valley, CA

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

1/26	Atlanta, TX
3/22	Cadiz, KY
3/29	Hurricane Mills, TN
4/5	Redding, CA
7/26	New Berlin, NY
9/6	Millfield, OH
9/13	Hookstown, PA
9/27	Lynnville, IN
10/11	Kahoka, MO
11/1	Phoenix, AZ

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

4/23-26	Tulsa, OK
5/16-17	Speedsville, NY
5/24	McArthur, OH
5/30-31	Boise, ID
6/12-14	Bellingham, WA
6/27-28	McMinnville, OR
10/4	Minden, NV

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Cross Country Series

3/15	Greeneville, TN
3/29	Hurricane Mills, TN
4/12	TBA
4/26	Brownsville, PA
5/3	Beckley, WV
5/17	Boyers, PA
6/7	Millsville, OH
6/21	Davis, WV
8/30	Waterford, OH
9/20	Bunner Ridge, WV
10/4	Mt. Morris, PA
10/18	Shelby, NC

Info 614/891-2425

AMA Amateur Dirt Track Nat'l Finals *

Half Mile

7/4-5	Henry, IL

Short Track

7/8	Henry, IL

TT Scrambles

7/11-12	Henry, IL

* Tentative
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb *

8/22-23	Mankato, MN

* Tentative
Info 614/891-2425

AMA Amateur Nat'l C'ship Ice Race *

1/25-26	Albright Shores, MI

* Tentative
Info 614/891-2425

AMA Amateur Supercross Series

1/12	Orlando, FL
1/19	Houston, TX
2/1	Seattle, WA
2/23	Atlanta, GA
2/28	Gainesville, FL
3/15	Charlotte, NC
3/22	Indianapolis, IN
3/29	Tampa, FL
5/3	Dallas, TX
6/7	San Jose, CA

Info 813/822-8929

AMA/CCS Pro/Am Series

1/11-12	Chandler, AZ
2/1-2	Chandler, AZ
2/8-9	West Palm Beach, FL
2/28-3/1	Daytona Beach, FL
2/29-3/1	Las Vegas, NV

Info 704/684-4297

AMA Mid-South C'ship Hare Scrambles Series

2/2	Hurricane Mills, TN
2/16	Hohenwald, TN
2/23	Clarksville, TN

Info 615/331-1475

Florida Winter AMA Motocross Series

1/12	Orlando, FL
1/18-19	Dade City, FL
1/25-26	Gainesville, FL

Info 813/822-8929

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Race through the streets of Adelanto

FEBRUARY 1 & 2, 1992

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AMA SANCTIONED
Membership Required
BEST OF THE WEST SERIES!
YAMAHA YZ BUCKS

DISTRICT 37 Competition Riders AMA

Sun. Vintage and Classic Race

SATURDAY, FEB. 1st		SUNDAY, FEB. 2nd	
8:00	UNCLASSIFIED	9:00	VINT./CLASSIC/SIDEHACK
9:15	SENIOR/SUPER SR.	10:15	KIDS RACE 80cc Max.*
10:30	VETERAN EXP/AM	11:00	250cc
11:45	VETERAN NOV/BEG	12:15	QUADS** Minimum Age 16
1:00	0-175cc & WOMEN	1:30	OPEN
2:15	PRO RACE	** Deadman Switch Required	

Ask for entry forms at your local dealer or send self-addressed stamped envelope to:
DVMC 906 N. Towner, Santa Ana, CA 92703 714-779-5313

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DOUBLE CROSS PRESENTS

GRAN PRIX so. cal.

Avalanche GP
JAN. 12
1992 Season Opener

DOUBLE CROSS INFO: (714) 371-6333

Old Timers MX Association
Race Schedule

ROUND 3 January 19
Sunrise Cycle Park CRC G.P.

ROUND 4 January 26
LA County Raceway CRC MX

ROUND 5 February 1
Perris Raceway GFI MX

ROUND 6 February 8
Perris Raceway OT & OTHG

For Information Call Hot Line (213) 869-2299

GFI/PERRIS RACEWAY
1991 SCHEDULE

Sun. Jan. 12	CRC MX Event		Perris Raceway
Sat. Jan. 18	GFI/CRC Practice		LACR
Sun. Jan. 19	GFI Winter Series	Round 4	LACR
Sat. Jan. 25	No Race		
Sun. Jan. 26	GFI/MTEG/AMA Amateur SX		Round 1

Jack Murphy Stadium, San Diego CA
(714) 788-5853

CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK
Sun. Jan. 12 MX Perris
Sun. Jan. 19 GP Sunrise Park
Happy New Year
Sun. Jan. 26 MX LA County Raceway
Sun. Feb. 2 MX LA County Raceway

Next Vintage Race
Sun. Jan. 19 GP Sunrise Park
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

CMC Golden State Nationals

Jan. 18 & 19	Glen Helen OHV	Round #4
Feb. 2	North Silverstate Raceway	Round #5
Feb. 2	South Barona Oaks	Round #5
Feb. 15 & 16	Huron	Round #6

CA (714) 261-6116

SRA GP California Schedule

Members / Non Members

January 26 Glen Helen
February 23 Sunrise Park
Info (714) 957-2985

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14TH ANNUAL MOTORAMA ASSOC.
SPEED SHOW-RACES
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FRIDAY, FEBRUARY 21: SPEED SHOW 12:00 A.M.-10 P.M. RACES 7:00 P.M.

SUPERCROSS CYCLES — PROS, EXPERTS, AMATEURS, NOVICE, SENIORS, YOUTH
SATURDAY, FEBRUARY 22: SPEED SHOW 9:00 A.M.-10:00 P.M. RACES 8:00 P.M.
SUNDAY, FEBRUARY 23: SPEED SHOW 9:00 A.M.-4:00 P.M. RACES 2:00 P.M.

RACE PRE-ENTRY FORMS, SPEED SHOW BOOTH SPACE AND TICKETS, CONTACT: MOTORAMA ASSOCIATES - 100 SPEEDWAY LANE, HANOVER, PA 17331 (717) 359-7056
Must be postmarked by Feb. 14

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ROUND 1 - January 17-18-19
INFO (805) 256-2471

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CALENDAR

International Oldtimers Motocross Series

3/21-22	Palmdale, CA
4/11-12	Rupert, ID
5/2-3	Marysville, CA
5/23-24	Richland, WA
5/30-31	Edmonton, Alberta, CAN
7/4-5	Duncan, B.C., CAN
7/11-12	Rock Springs, WY
7/25-26	Albany, OR
9/5-6	Fernley, NV
9/19-20	Brentwood, CA

Info 208/327-0693

Mid-Atlantic Vintage Trials Series

3/22	Union Bridge, MD
4/26	Granogue, DE
5/2-3	Toronto, OH
6/6-7	Millerstown, PA
6/27	Farrandsville, PA
7/26	Williamsport, PA
8/8-9	Toronto, OH
10/11	Toughkenamon, PA

Info 410/775-7209.

South Texas C'ship Hare Scrambles Series

1/19	Columbus, TX
2/2	D'Hanis, TX
2/16	TBA

Info 512/892-4884

MTEG Off-Road C'ship GP Series

1/18	Amaheim, CA
2/22	San Diego, CA
3/21	Seattle, WA
4/4	Irving, TX
5/2	Tempe, AZ
7/18	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
11/TBA	Oakland, CA

Info 714/938-4100

SCORE Off Road Series

1/24-26 Parker 400 Parker, AZ
4/24-26 San Felipe 250 San Felipe, B.C., MEX
6/5-7 Baja 500 Ensenada, B.C., MEX
11/11-14 Baja 1000 Ensenada-La Paz, B.C., MEX
Info 818/889-9216

GFI California Winter MX Series

South

1/12	Carlsbad, CA
1/19	Palmdale, CA
2/2	Perris, CA

North

1/12	Prairie City, CA
1/26	Brentwood, CA
2/2	San Jose, CA
2/9	Prairie City, CA

North-South Showdown

2/16	Perris, CA

Info: South 714/788-5853
North 209/673-8080

GFI/MTEG/AMA Amateur MX Series

1/26	Anaheim, CA
2/9	San Diego, CA
6/21	Los Angeles, CA

Info 714/788-5853

White Bros. 4-Stroke World C'ship

5/16-17	Perris, CA

Info 714/788-5853

White Bros. Vet World MX C'ship

11/7-8	Perris, CA

Info 714/788-5853

HDRA USA Cup Desert Race Series

1/10-12	Lucerne Valley, CA
3/12-15	Las Vegas, NV
5/15-17	Pahrump, NV
7/4-5	Barstow, CA
8/14-16	Brian Head, UT
10/9-11	Las Vegas, NV

Info 702/361-5404

WERA F-USA Pro Series

4/3-5	Willow Springs, CA
4/24-26	Miami, FL
5/15-17	Atlanta, GA
5/29-31	Toronto, CAN
6/12-14	Seattle, WA
7/17-19	Minneapolis, MN
8/14-16	Denver, CO
8/21-23	Pocono, PA
9/11-13	Willow Springs, CA
10/28-11/1	Braselton, GA

Info 916/582-0451

Grans Prix de Baja Series

2/29	Mexicali Gran Prix Mexicali, B.C., MEX
4/11	Baja Malibu Gran Prix Rosarito, B.C., MEX
6/13	Tecate Gran Prix Tecate, B.C., MEX
10/17	Ensenada Gran Prix Ensenada, B.C., MEX
12/19	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

Golden Crown of Baja Series

2/7-9	Gran Carrera de Ensenada Ensenada, B.C., MEX
3/27-29	Gran Carrera de Mexicali Mexicali, B.C., MEX
5/22-24	Gran Carrera de Tecate Tecate, B.C., MEX
7/24-26	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/25-27	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FEBRUARY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

• Denotes Pro Payback

January 10-12

CALIFORNIA DESERT RACE
HDRA USA Cup Series. Inaugural So Cal 250. Lucerne Valley. Info 702/361-5404.
OKLAHOMA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Lazy E Arena, Guthrie. Info 817/834-2298 or 800-783-MOTO.

January 11

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA SHORT TRACK/MOTOCROSS/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

January 11-12

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #3. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
NEBRASKA SHORT TRACK
Motor Sports of America. Buffalo County Exposition Center, Kearney. Info 1-800-544-8714.

January 12

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series South #3. Carlsbad Raceway, Carlsbad. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #3. Prairie City. Info 209/673-8080.
CALIFORNIA GRAND PRIX
Double Cross Racing. Glen Helen OHV Park, San Bernardino. Info 714/371-6333.
CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Jackrabbits MC. Searles Station, Red Mountain. Info 619/947-7845.
CALIFORNIA TRIALS
ATA/SCTA. ATA C'ship Round #1. Kangaroo Rat Trials. Romoland. Info 213/259-6631.
FLORIDA MOTOCROSS/SUPERCROSS
• 22nd Annual Florida Winter AMA Series/AMA Amateur SX Series. Citrus Bowl, Orlando. Info 813/822-8929.
GEORGIA MOTOCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
IOWA SWAP MEET
J & P Promotions. 12th Annual M/C Parts Extravaganza. Downtown River Center, Davenport. Info 319/462-6011.
KANSAS HARE SCRAMBLE
• KORR C'ship Series. 2-Man, 3-Hr. H.S. Winter Kick Off. Green Acres Raceway, Marion. Info 316/382-2915.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MICHIGAN ICE RACE
D-14 Ice Race Series/Valley Trail Riders MC. Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/754-5842.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/723-2387.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, East Berne. Info 518/374-7979.
OHIO SWAP MEET
J & P Promotions. 4th Annual M/C Parts Extravaganza. Toledo Sports Arena, Toledo. Info 319/462-6011.
SOUTH CAROLINA ENDURO
Family Riders MC. Francis Marion Nat'l Forest, Charleston. Info 803/553-3473.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS SWAP MEET
Motorcycle Expo, Show, Swap Meet. Arlington Convention Center, Arlington. Info 214/216-5520.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.

January 17-18

ARIZONA ICE RACE
• Budweiser Speedway Ice Race World C'ship III. World Speedway Racing Asn. Tucson Convention Center, Tucson. Info 602/299-0206.

January 17-19

CALIFORNIA ROAD RACE
Del Amo/Miller High Life GP Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-1234.
NEVADA HARE & HOUND
Best in the Desert Series. Goldstrike World C'ship H & H. Jean. Info 702/457-5775.

January 18

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA OFF ROAD
AMA/D-36/Sonoma County Sport Cycle Assn. Off Road Poker Run. Cow Mountain OHV area, Ukiah. Info 707/887-9411.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MX/SHORT TRACK/MUD BOGS/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MASSACHUSETTS ICE RACE
Athol Lions Club. Silver Lake Park, Athol. Info 508/874-1732.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.
WYOMING SHORT TRACK
Motor Sports of America. Casper Event Center, Casper. Info 1-800-544-8714.

January 18-19

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #4. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
FLORIDA MOTOCROSS
• 22nd Annual Florida Winter AMA MX Series. Dade City Raceway, Dade City. Info 813/822-8929.
NORTH DAKOTA SHORT TRACK
Motor Sports of America. Bismark Civic Center, Bismark. Info 1-800-544-8714.

January 19

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDUROTHON
2-Man, 2-Hour Endurothon. San Jose Fairgrounds Speedway, San Jose. Info 408/224-4412 or 436-8228.

CALIFORNIA MOTOCROSS
● GFI CA Winter Series South #4. L.A. County Raceway, Palmdale. Info 714/788-5853.
CALIFORNIA GRAND PRIX
● CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
GEORGIA MOTOCROSS
● South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
GEORGIA HARE SCRAMBLES
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 929-8392.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NORTH CAROLINA MOTOCROSS
NAME Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE POKER RUN
Jellico Creek ORV Park, Winfield. Info 615/938-2980 or 879-8557.
TEXAS HARE SCRAMBLES
South Texas C'ship H.S. Series, Columbus. Info 512/892-4884 or 892-5026.
TEXAS SUPERCROSS
AMA Amateur Supercross Series. Houston Astrodome, Houston. Info 813/822-8929.

January 25

CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON MOTOCROSS
● CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

January 25-26

FLORIDA MOTOCROSS
● 22nd Annual Florida Winter AMA Series. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

January 26

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE & HOUND
AMA Nat'l C'ship Series. Desert MC, Lucerne Valley. Info 714/636-1683.
CALIFORNIA SUPERCROSS
● AMA/GFI/MTEG Amateur Supercross Series #1. Anaheim Stadium, Anaheim. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● GFI CA Winter Series North #4. Sandhill Ranch, Brentwood. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CANADA ICE RACE
● CMA Canadian Nat'l Ice Race Series. Mid North Dirt Riders, Bracebridge, Ontario. Info 705/645-3088.
ILLINOIS SWAP MEET
J & P Promotions. 6th Annual M/C Parts Extravaganza. Bell-Clair County Fairgrounds, Belleville. Info 319/462-6011.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, East Berne. Info 518/374-7979.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HARE SCRAMBLES
AMA Nat'l C'ship Series. Texarkana Dirt Riders, Inc., Atlanta, TX. Info 903/838-6591, Ext. 238.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON ARENACROSS
Pro Sports Promotions. WA State Arenacross C'ship. Oakwood Arena, Spanaway. Info 206/847-1791.

Jan. 31-Feb. 1

SOUTH DAKOTA SHORT TRACK
Motor Sports of America. Sioux Falls Arena, Sioux Falls. Info 1-800-544-8714.

Jan. 31-Feb. 2

NORTH CAROLINA SHORT TRACK
Motor Sports of America. Cumberland County Civic Center, Fayetteville. Info 1-800-544-8714.
OKLAHOMA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Pavilion, Tulsa. Info 817/834-2298 or 800-783-MOTO.

February 1

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Racing Ent. Glen Helen OHV Park, San Bernardino. Info 619/484-1441.
CANADA ICE RACE
● CMA Canadian Nat'l Ice Racing Series. Aylmer Carnival, Quebec. Info 819/684-5372.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
WASHINGTON SUPERCROSS
AMA Amateur Supercross Series/WorldSports. Seattle Kingdome, Seattle. Info 813/822-8929.

February 1-2

CALIFORNIA GRAND PRIX
● AMA/D-37/Desert Vipers MC. 12th Annual Adelanto GP. Adelanto. Info 714/979-5313.

February 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC Golden State Nat'ls South, Round #5. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● GFI CA Winter Series South #5. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● GFI CA Winter Series North #5. P.A.L., San Jose. Info 209/673-8080.
CALIFORNIA OFF ROAD
AMA/D-36. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
GEORGIA ENDUROCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEVADA MOTOCROSS
● CMC Golden State Nat'ls North, Round #5. Silver State Raceway, Carson CCity. Info 714/261-6116.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. Info 919/875-3805.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship Hare Scrambles Series. Hurricane Mills. Info 615/331-1475.
TENNESSEE MOTOCROSS
KTM MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLES
South TX C'ship Hare Scramble Series, D'Hanis. Info 512/892-4884 or 892-5026.
TEXAS SWAP MEET
Motorcycle Expo, Show Swap Meet. Waco Convention Center, Waco. Info 214/216-5520.
WISCONSIN SWAP MEET
J & P Promotions. 10th Annual Milwaukee MC Parts Extravaganza & Bike Show. Mecca Convention Center, Milwaukee. Info 319/462-6011.

February 7

MICHIGAN ICE RACE
●AMA/Half Mile Cycle Race Corp. Invitational Indoor Pro Ice Race. Walker Arena, Muskegon. Info 616/941-0815.

February 7-8

CANADA SHORT TRACK
Motor Sports of America. Westerner Exposition Assn. Red Deer, Alberta. Info 1-800-544-8714.

February 7-9

CALIFORNIA ARENACROSS
● AMA Nat'l Arenacross Series/Mike Kidd Promotions. Cow Palace, San Francisco. Info 817/834-2298 or 800-783-MOTO.
MEXICO DESERT RACE
Baja Promotions. Golden Crown of Baja Off-Road Desert Series. Gran Carrera de San Felipe, San Felipe, B.C. Info 818/340-5750 or 992-6355.

February 8

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
OHIO ICE RACE
● AMA/Half Mile Cycle Race Corp. Invitational Indoor Pro Ice Race. Hara Arena, Dayton. Info 616/941-0815.
WASHINGTON MOTOCROSS
● CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 8-9

FLORIDA ROAD RACE
AMA/CCS Series. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

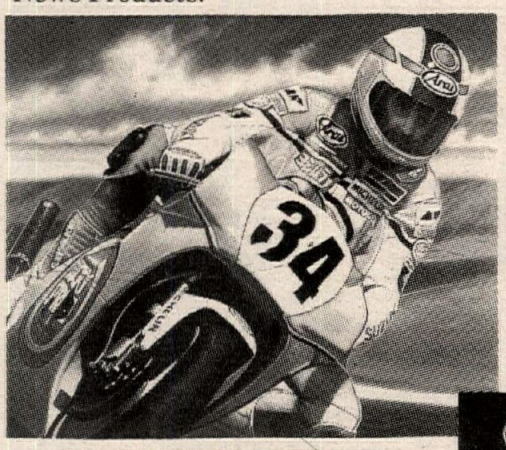
CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to those of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



KEVIN SCHWANTZ

During the 1990 Grand Prix season, Kevin Schwantz sat on the pole position seven times, won five rounds, and finished second in the World Championship. Many feel that 1991 will be the Texan's year.

The original 7' x 8' oil painting was completed at the 1991 Daytona 200, and the deluxe edition lithographs were signed by Kevin Schwantz at the 1991 U.S. Grand Prix at Laguna Seca.

RANDY MAMOLA

Born on November 10, 1959, Randy Mamola began his racing career at the age of 12, and raced internationally in New Zealand when he was only 15 years old. In 1987 he surprised the sporting world by announcing that he would ride for Cagiva, an Italian motorcycle manufacturer. Randy has come within a few points of the World Championship no fewer than four times, and has finished third twice. He is one of the few who has raced for each of the four Japanese factories. He has won a total of 13 Grand Prix and has finished on the rostrum 57 times.

This fine piece of art was created in Crespinel's studio and is a slightly different image of the one that was painted at the U.S. Grand Prix in 1989 at Laguna Seca.

(please allow 4 to 6 weeks for delivery)

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		Framed Limited Collector's Edition	$149	$
		Unframed Limited Collector's Edition	$105	$
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WANT ADS

HELP WANTED

Wanted! Motorcycle Technicians
Obtain training for these positions through Kirkwood Community College's Motorcycle, Marine and Small Engine Repair program. We emphasize electronics and diagnosis/trouble-shooting. Start classes January 13 or August 26. Kirkwood Community College, P.O. Box 2068, Cedar Rapids, IA 52406. (319) 398-5460. (101)

Kaw/Yam/Polaris Dealership
Seeks qualified technician. Factory training a must. Pay and benefits commensurate with experience. Call Roy (704) 482-5946. Shelby, NC. (247-TFN)

Service Manager, Mechanics
And parts manager wanted. Experienced in BMW's and Japanese motorocycles a must. Top pay and benefits. Join the leading motorcycle dealership in the USA. If you are the best in your field, send resume to: P.O. Box 1722, Danville, CA 94506. (250-01)

Sales Position
Orange County motorcycle/watercraft distributor, searching for Road Rep Sales Support Person. The responsibilities for this position include providing program presentation back-up, customer service (order processing, handling special requests, etc.) Resume and a handwritten cover letter may be sent to: Cycle News, P.O. Box 498, Dept. 80, Long Beach, CA 90801. (201-02)

Line Mechanic
Experience necessary, opportunity for top money for right man, with benefits. One of the South's largest motorcycle/ATV/watercraft dealers. Opening immediately. YAMAHA/SUZUKI/SEA-DOO OF CHARLESTON, 5870 Dorchester Rd., Charleston, SC 29418. (803) 552-7900 ask for Tom or Steve. (301-02)

ESTABLISHED HONDA/SUZUKI/SEA-DOO DEALER located in California desert resort area, seeking seasoned mechanic. Excellent benefits and growth opportunity. (619) 324-5633. CA. (250-02)

SUNNY FLORIDA
Busy Honda-Yamaha dealer needs experienced mechanic A.S.A.P. - Five days, Group medical, 30K/yr. guaranteed. Send resume to: HONDA YAMAHA MARINE, 821 N. Military Trail, W. Palm Beach, FL 33415 or FAX to (407) 683-1877. (201-03)

Kawasaki Salesperson Wanted
(714) 983-5988. CA. (201-02)

American Suzuki Motor Corp. Motorcycle Division Service Representative
This is an excellent opportunity to become a Service Representative for one of the most respected motorcycle distributors. Do mechanical repairs and troubleshooting problems seem easy to you, and do you find yourself looking forward to solving new challenges? If you do, and have motorcycle dealership experience along with service management skills, this may be the job for you. To qualify for this position you must be highly motivated, organized, and enjoy talking with people. Although not required, Suzuki experience is a big plus. The responsibilities of this position include providing detailed technical and management assistance to our dealers. Applications are now being considered for Mid-South territories (TX, OK, AR, MS). This position will require extensive travel. Suzuki offers many attractive benefits: excellent salary, business expense account, a company supplied vehicle, medical, dental and vision care insurance along with an excellent retirement program. We provide an extensive training program for new employees. Resumes of qualifications with salary requirements and a personally handwritten cover letter may be forward to: AMERICAN SUZUKI MOTOR CORPORATION, 3251 E. Imperial Hwy, Brea, CA 92621. Attn: Human Resources Department. No telephone calls please. (201)

JT RACING, AND RS TAICHI will be joining forces in 1992. We are seeking outside sales reps, preferably with established territories, to promote sales at the dealer level with these exciting clothing lines. Good territories available, great commissions. Join the new force of the 90's. (619) 421-2660 ext. 210. CA. (101-02)

Make Your Money Dreams Come True
Now you can get that 1992 CR. $1000 monthly stuffing envelopes using our supplies. Free info send S.A.S.E.:TEXAS DIRECT COUNTRY CLASSICS, P.O. Box 175, Deer Park, TX 77536. (101-02)

Attn: Mechanics
The largest motorcycle shop on the Central coast has an immediate opening for an experienced, motivated mechanic. We service all Japanese makes, and BMW. Great area to live and work in. Call Bill or Andy today. (805) 928-2050. CA. (201-02)

Major Los Angeles Dealer
Positions open for career minded motorcycle technicians with dealer experience. Call for interview Tuesday through Saturday. (310) 326-3622. CA. (101-03)

ESTABLISHED HONDA/SUZUKI/SEA-DOO DEALER located in California desert resort area, seeking experienced high-volume parts person. Excellent benefits/growth opportunity. (619) 324-5633. CA. (249-01)

National Sales Manager
Experienced person required for above position. We are a very well established importer of rainwear and complimentary lines in the motorcycle and watercraft field, supplying most major distributors and OEM's. Excellent package and prospects are offered. Call Carole (714) 645-5161. CA. (349-01)

Service Tech
La HABRA SUZUKI has an immediate opening for experienced technician, good working atmosphere. Call Mark for an interview, (310) 691-3273, (714) 871-5211. CA. (201-02)

Road Rep Wanted
Major supplier of wholesale parts and accessories for motorcycle and snowmobile, looking for 2 experienced salespeople. 1-Alaska territory, 1-Idaho/Montana. Send resume to: 10321 163rd Ave. N.E., Redmond, WA 98052. (201)

WANTED: EXPERIENCED TECHNICIAN for a multi-line dealership in the Southwest. Call Bill or Michelle. (602) 782-7588. AZ. (201-02)

Harley Mechanic!!!
Micah McCloskey wants two more dependable professionals to help him do high performance engines and customizing. Work with Micah in sunny California. Call Micah (818) 348-8967. CA. (345-01/EOI)

BUSINESS OPPORTUNITIES

Est. Salvage/Service Dealer
Large inventory and client base, clean turn-key operation, San Francisco East Bay area. 23356 Clawiter Road, Hayward, CA 94545. See Sean. (510) 782-1789. CA. (350-02)

LET THE GOVERNMENT FINANCE your cycle-related small business. Grants/loans to $500,000. Free recorded message: (707) 448-0270. (KB7) CA. (101)

Once In A Lifetime Opportunity!
Own your own motorcycle paint shop in beautiful San Francisco. Est. 3 years. Turnkey with built in clientele. No down required. Lease only $2500 per month. Al. (415) 863-7424. CA. (250-01)

SHOP FIXTURES, ALARM, CREDIT CARD TERMINALS, mailing list and current off road accessory inventory. $10,000 takes all or piece out. Debbie (714) 754-7305. CA. (301)

COLORADO - Single Brand Dealership, over $2MM Sales, cash flow $250K+. Priced to sell at $550K, including $200K inventory. Call Suzanne, ProForma West, (303) 499-2990. (101)

Service & Accessory Business
Located in Southern New England. Established 7 yrs. Specializing in Sportbike and Road Racing products. Strong local following along with well established national phone order sales. Within minutes of major highways, 90 miles from NYC. Plenty of growth potential. Serious inquiries only please. Call evenings. (203) 389-4020. CT. (201)

COLLECTORS

1973 MOTO GUZZI ELDO, restored frame up, excellent condition. (714) 849-2274. CA. (101/C)

'64 Honda CB72 Hawk
Rare, 2nd owner, 12,000 miles, runs great, $1395. (206) 683-9071. WA. (101/C)

Trackmasters Sell Out
750 Triumph $1800. 750 Yamaha $1595. XL350 Honda $1095/obo. All the right stuff, also 350 BSA reworked frame. Call Doug after 6pm. (503) 672-4033. OR. (101/C)

WANTED: ALUMINUM SWINGARM and original seat base for '74 Honda CR250. Excellent or new only. No cracks. After 9pm EST. (914) 651-7904. NY. (101-03/C)

HONDAS- '69 CB750 $4500, CL72/77/CA77 $250-$1500 ea. '79-'80 CBX fuel tanks $200, MT125R fender $85. Many NOS/used early model parts. (619) 488-4850. CA. (301-02/C)

1972 Champion 360 Yamaha
Spool wheels, runs good, $900. Contact Fred (408) 970-8800, (408) 267-7144. CA. (349-01/C)

MAICO PROJECT BIKES (602) 967-3386 after 7pm. AZ. (149-01/C)

1971 BSA B50 Motocrosser
Looks brand new, excellent condition $1400. Contact Fred, (408) 970-8800, (408) 267-7144. CA. (349-01/C)

1966 BSA B44 Grand Prix
Rare and in super condition, last owner was Factory BSA rider Chuck Minert "Feets", $3900. Hey Chuck, give me a call. Contact Fred (408) 970-8800, (408) 267-7144. CA. (349-01/C)

'73 Husky 125/162 WR Enduro
One owner, street licensed, 3300 miles, $1000. (805) 822-8045. CA. (150-01/C)

Ossa Garage Sale
GPII, Super Pioneer, Stiletto TT, plus lots of extras. All for only $2000. (518) 798-5820. NY. (350-01/C)

1971 BSA 250SS Street
Low miles, great condition, $700. Contact Fred (408) 970-8800, (408) 267-7144. CA. (349-01/C)

'73-'74 CR250ME
Runs, must sell, $500/obo. (602) 768-8979. AZ. (148-01/C)

Ex Freddie Spencer
Ex Terry Poovey. Champion Frame 750 Triumph. Documented. $4900/obo. (504) 275-5380. LA. (101/C/P)

1973 CR125 HONDA, COMPLETELY REBUILT, Works shocks, powder coat, $675. (619) 543-0633. CA. (101/C)

Wanted For AHRMA Racing
Barnes or similar rear wheel assembly with brake and WM3 rim. Prefer 19". Call (217) 422-3791 with cost and leave your number. IL. (301-02/C)

THREE '74 250CR HONDAS, Package deal? '74 YZ125 cheap! 250, 501 Maicos not cheap. Zundapp GS125, $500. '81 Husky auto, never ridden, $1200. 125 Maico not cheap, possible trades. (619) 872-1151. CA. (101-02/C)

BMW PARTS FOR SALE, almost any parts for pre-'70 Twins, 1982 R/100/RS Turbo with many extras, low miles, $3200. 1972 R/75/5 $1000. 1970 R/75/5 $1000. 1977 R/100/RS engine complete, runs excellent $650. RS fairing with mounts and gauges $600. Saddle bags $175. 1968 R/60/US, white $2000. I do restorations. Wanted: pre- '70 BMW's. (714) 843-0235. CA. (149-02/C)

★★★Hodaka Parts★★★
Shipped ANYWHERE UPS. 24 hour answering machine, we'll call you back! PHILLIPE SERVICES. (714) 582-8332. CA. (237/EOI/C)

'73 Moto Guzzi V7-Sport
Trophy winner Del Mar show this Sept. Complete restoration. The finest example of this rare classic anywhere. $10,000. (213) 221-3886. CA. (150-01/C/P)

1971 BSA B50 Single
All original $1150. Northern Calif. (209) 368-1101 leave message. (150-01/C)

VINTAGE FOR SALE OR TRADE: 1974 YZ250 Yamaha, original tires! $2000. 1972 CZ400, all new, $950. 1975 Bultaco Alpina, real nice, $550. 1968 Honda CB450, $1000. 1975 Honda 400-F, offers. Want competitive vintage road racer or 750 flat-tracker. (708) 729-4838. IL. (101/C)

1952 Harley KR Flat-Tracker
Rigid frame, complete, apart. N.O.S. rods, ready to restore, $6500. Buzz Walneck can send photos and ship. (708) 985-4995. IL. (101/C)

1969 Honda CB750 Sandcast
90% original, stock, runs. 1500's serial number, very low, $2300. Buzz Walneck, (708) 985-4995. IL. (101/C)

Wanted: German Motorcycles
Copmplete bikes or parts. From Adler, Earles-forks, BMW's, NSU to Zundapp. E. Bley, 700 Chase, Elk Grove, IL 60007. (708) 437-0671. IL. (101-05/C)

1958 Norton Manx
Short stroke from estate of Tom McGill, ridden in AHRMA events by Tom Faulds. Fully restored, trick head. Call Robert, (718) 596-0504 or FAX (718) 596-6443. NY. (301/C)

1974 TRACKMASTER WITH 350-410 Honda (2) spare motors, tires, rim, $1600/obo. (619) 589-6937. CA. (101/C)

1974 CHAMPION WITH 250YZ and 350RT-1 motors, plus tires, rim, $1600/obo. (619) 589-6937. CA. (101/C)

Wanted: BB34A or GS Head
BSA Alloy Clipper or Gold Star cylinder head: '65 1750 or '65 1501. Complete head with rocker or engine considered. Call Barry collect days or nights. (813) 360-9506. FL. (350-01/C)

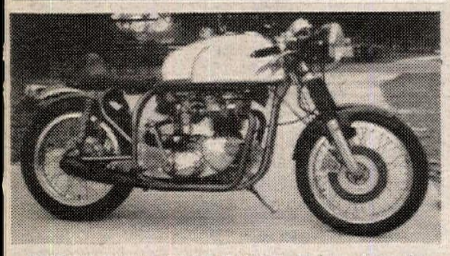
HONDA CR250 completely rebuilt, race ready, $950/obo. (602) 967-3386 after 7pm. AZ. (149-01/C)

1903-1974 OIL PAINTINGS, with posters of them also, miniatures too. $3-$300, or trade for used Bultaco or Ossa parts. SASE: Enthusiast, 13 Griswold St., Turners Falls, MA 01376. (101/C)

★★★★ RM'S Only ★★★★
All models, '75-'83. Call Vintage Parts. (508) 660-1784. MA. (347-01/C)

Time Capsule
1971 Moto Guzzi Ambassador. 6,000 original miles. Original paint, fresh service, tires. Runs like a new bike, $4000/obo. (213) 221-3886. CA. (150-01/C)

Aermacchi H-D Racers
'65 CRTT project bike in pieces $5000. 250 Flat Tracker, nice $1800. Reply with SASE to: CRTT, 3105 Mountain Rd., Glen Allen, VA 23060. (301-02/C)



TRITON 750cc CAFE RACER, 5-speed road o. race. Call for specification. Beautiful bike, $4900. (904) 383-2439. FL. (150-01/C/P)

1973 TA125 Yamaha
Restored 100% better than new, extras. Showpiece, ask for Curt. TZ spoked wheels front $65, rear $85. TZ front dymag $125. (818) 963-8676. CA. (350-01/C)

Jawa ISDT Montessa
Jawa ISDT 250cc, nice condition. Runs real good. Montessa MX 250cc 1974 same condition, $1000US firm for each bike. Can deliver to Seattle, WA area. Call Lon Towstego. Home (604) 939-3433, work (604) 736-4547. Vancouver Canada. (301/C)

'74 CR250M / Hodaka Parts
Elsinore has all the trick parts, $800 or trade for '87 or newer bike, '74 Hodaka 100cc Super Combat, clean and fast, just $650. Have six misc. Hodakas for $900 or will sell separately. Buying house. Old Dirt Bike mags $60. Call Mike (505) 836-3883. NM. (301-02/C)

WANTED: HONDA CR110, CR93. Ph. (206) 564-1213. WA. (301-08/C)

Vintage Hon/Suz/Kaw Parts
Hard to find items! Toll Free 24 hours. Leave message or FAX pertinent information. We'll call you back. (800) 582-3274, (918) 687-1346 FAX. OK. (301-08/C)

Bultaco TSSS Metralla Part
For sale AMAL 376/27, gas tank with matching racing seat, Kit America cylinder, decal sets, front wheel new Michelin PZ2 3.25x18, rear new M45 350x18 both mounted, TSS 200cc piston cylinder expansion chamber Dellorto SSI29 remote float, 6-speed main shafts, 250 crankshaft, 125/250 liners, 125/175/250/350 pistons, 175 cylinder AMAL 389GP32 remote float, Dellorto SSI 25/27/28. Day (213) 380-2904, eves. weekends (805) 298-4817. CA. (101/C)

HARLEY DAVIDSON HUMMER 125 1951 for sale, runs $1500. (805) 298-4817. CA. (101/C)

Honda 1969 CB750
Early frame # all original. New candy ruby red tankk, side covers, emblems, cases (replaced) and clutch. Runs strong, $2000 firm. Free freight. (800) 634-4569. OH. (301/C/P)

CERIANI SHOCK ABSORBERS, motocross 12¾" Husky, CZ, DKW, $65. (805) 298-4817. CA. (101/C)

1966 TRIUMPH BONNEVILLE. 9,300 original miles, good condition, $1175. (517) 873-3346. MI. (101/C)

Astro 250 Bultaco
Ready to race, extra pipe and parts complete $975. (216) 247-6021. OH. (301-02/C)

Wanted: Borrani Rims
18", 19", must be good shape. (216) 247-6021. OH. (301-02/C)

Champion KX250 WKR Dirt Tracker
Extra motor, pipes, ignition, carb, sprockets, $1575. (216) 247-6021. OH. (301-02/C)

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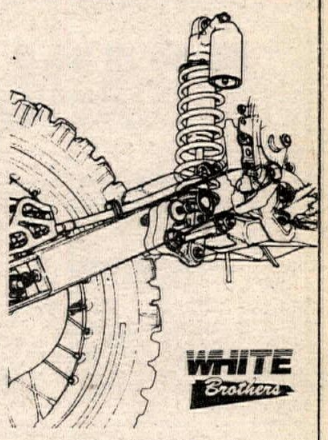
SHY/WHITE BROS. Fork Mod and Rebuild (cartridge type forks): SHY will disassemble and clean your fork internals. Any friction areas are polished, valve stacks are carefully selected, spring rates and spring preload are chaecked and changed as necessary (springs optional). Forks are reassembled with new seals using SF3 grease, and filled with the appropriate fork oil to the optimum level for your machine. Forks are returned pre-set for your riding conditions - all parts & oil extra - $125.

SHY/WHITE BROS. Shock Mod and Rebuild (all brands): SHY will disassemble and clean your shock. Seals,o-rings, piston ring, etc. are replaced as needed. Your shock valving is adjusted to the latest White Bros. and Factory Race Team specifications using your weight, riding level, terrain (hard pack, sand track, intermediate, etc.), and your input. Damping piston will be resurfaced and the shaft polished. Shock oil is carefully filled and bled using 400+ VI oil, recharged with nitrogen, spring preload adjusted, and compression/rebound adjusters are preadjusted for you- all parts extra, but oil is included - $125.



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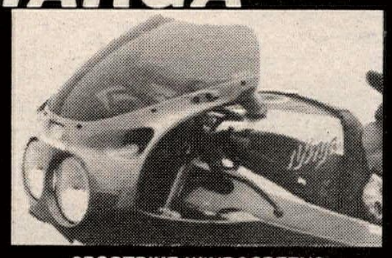

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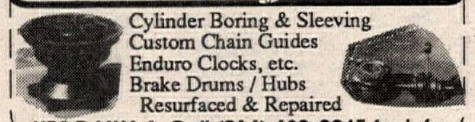

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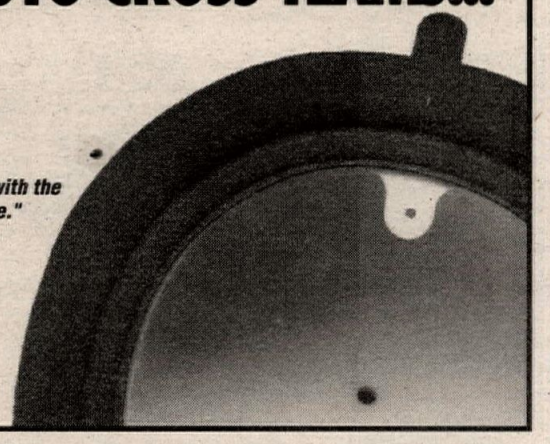

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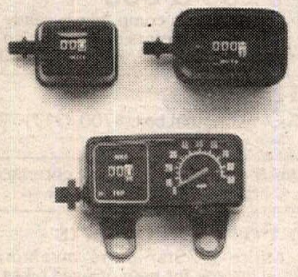

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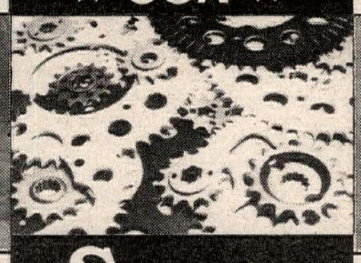

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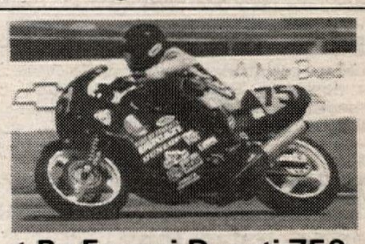

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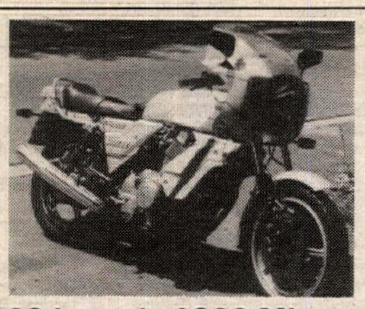

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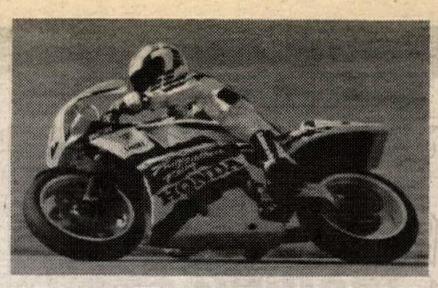

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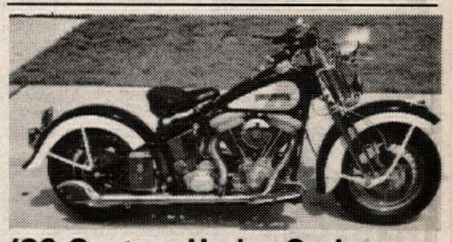

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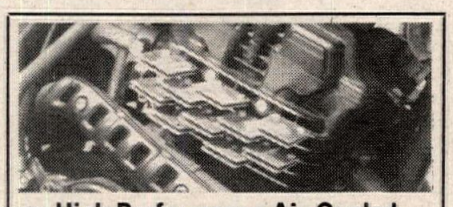

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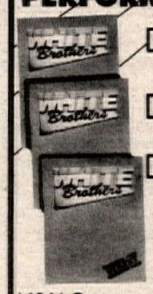

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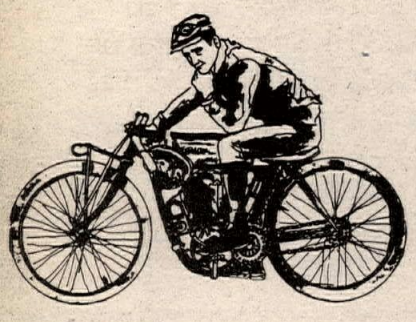

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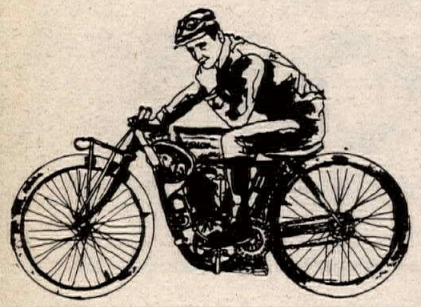

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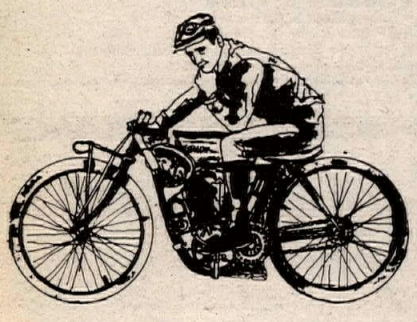

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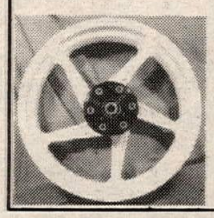
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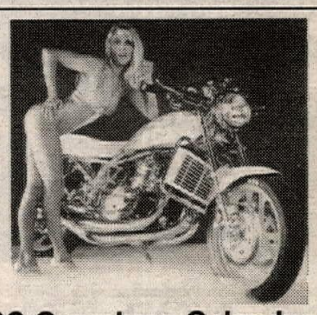

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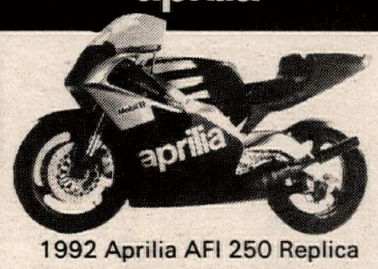

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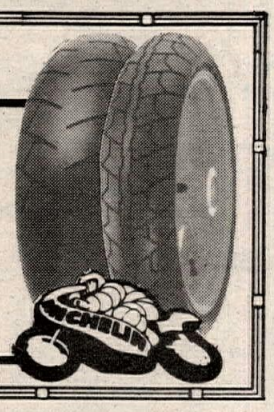

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More on page 55

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RESULTS

Road Race
Willow Spring MC
Class Champions
Rosamond, CA
Dec. 16

O/A
Andy Milton
Ritchie Thorup
Willie Burr
Jim VanVegten
Kenny Kopecky
F-1
Chuck Graves
Bruce Tebo
Michael Graves
Robert Miller
Jim VanVegten
F-2
Michael Graves
Kent Kunitsugu
Scott Conaway
Andy Milton
Nick Ienatsch
OPEN S/ST
Robert Miller
Jim VanVegten
Bruce Tebo
Rick Kovacs
David Clayborn
750 S/ST
Kenny Kopecky
Bruce Batson
Brian Sasaki
Mile Mothershead
Andy Milton
600 S/ST
Andy Milton
Ritchie Thorup
Tom Aquino
Raymond Hathcock
Jeff Barton
500 S/ST
Andy Milton
Dave Frankenback
Daniel Equihua
Jerry Jirkovsky
Ritchie Thorup
400 S/ST
Willie Burr
James Randloph
Ritchie Thorup
Hiroshi Nakajima
Michael Montoya
OPEN MOD PROD
Jim VanVegten
Kenny Kopecky
Rick Kovacs
Orlando Pablo
John Livings
750 MOD PROD
Paul Harrell
Brian Sasaki
David Deveau
Chuck Graves
Jeff Wells
600 MOD PROD
Andy Milton
Ritchie Thorup
Tom Aquino
Raymond Hathcock
Jeff Barton
500 MOD PROD
Jerry Jirkovsky
Stephen Bartell
David Wolf
Jodi Alcalay
Ronald Ringsrud
400 MOD PROD
Willie Burr
Ritchie Thorup
Hiroshi Nakajima
James Randolph
Patrick Murray
750/OPEN STK PROD
Kenny Kopecky
Jim VanVegten
Rick Kovacs
Eric Nugent
Klaus Groeger
600 STK PROD
Mark McDonald
Dana Sadlon
Jeff Barton
Raymond Hathcock
Tony Mathews
500 STK PROD
Ritchie Thorup
Willie Burr
Hiroshi Nakajima
James Randolph
Patrick Murray
BOTT H/W
Mick O'Field
Kiyo Watanabe
Erwin Rainak
Mark Cruz
Chuck Burnett
BOTT L/W
Jerry Jirkovsky
Ted Kapner
Klaus Groeger
Nick St. Laurent
A.E. Morrison
BOTT VINT
Mick O'Field
Bill Fennessy
Marc Field
Archie Slaven
A.E. Morrison
F-SGL
Andy Milton
Eric Sherrer
Rick Thompson
Kirk Thompson
John Nielsen
600 SGL
Carl Legaspi
Eric Sherrer
Kirk Thompson
Rick Thompson
Marc Field
500 SGL
Carl Legaspi
Eric Sherrer
Scott Fabro
Danny Farnsworth
Archie Slaven

Motocross
Haspin Acres
Final Standings
Laural, IN
Dec. 28
By Jim Fliehman

MINI
Gary Winters Kaw
Robert Nugent Yam
Jason Sharp Kaw
Ronny Lawson Hon
Jon Miller Yam
125
Todd Denney Suz
Jeff Brewer Yam
Steven Richards KTM
Kevin Hildebrand Suz
Terry Benard Suz
250
Tim Skidmore Kaw
Rick Messerschmidt Suz
Adam Bowlin KTM
Brian Bargo Yam
Jeff Phaller Yam
250 B
Ralph Wirth Hon
Rick Wood Hon
Steve Pigg Hon
Jerry Fliehman Hon
Mike Overdey Hon
OPEN
Don Graham Hon
Jeff Stokes Hon
Billy Preston Yam
Todd Ansttete Hon
Darren Moorman Kaw
SR
Don Graham Hon
Tim Sheets Hon
Jr. Couch Hon
Cole York Suz
Mike Cruthers Hon
DASH
Rick Denney
Steve Cross
Steven Richards
Tim Skidmore
Jim Krauser

TT
Haspin Acres
Final Standings
Laural, IN
Dec. 28
By Jim Fliehman

125
Robby Moarman
Gary Davidson
Curtis Stien
Jamie Carter
David Herderson
250 A
Kyle Lyon
Rick Wood
Mike Overbey
David Vanderpool
Chuck Diekozph
250 B
Randy Eckstien Kaw
Len Nealeigh Suz
Billy Browning Kaw
Randy Oakes Suz
Jeff Martin Suz
DASH
Rick Wood
Jeff Phaller
Kyle Lyon
Jay Mienke
Jerry Fliehman

Supercross
Trailway Spdwy
Final Standings
Hanover, PA
Dec. 20
By Irv Marriott

125 PRO/EX
Jeff Ventzer
Kurtis Barren
Brian Eichelberger
Brian Marriott
Rick Wetzel
125 B
Ron Beam
Tory Trout
Rich Wageman
Shane Anthony
Jeff Silham
125 C
Rich Stine
Robert Buckley
Jody Rotz
Wayne Lawson
Tim Buckley
25+
Tim Schmelyn
Randy Rudisill
Sean Hackley
Doug Poe
Mark Ensor
250 PRO/EX
Brian Marriott
Bill Schmidt
Jeff Yentzer
Ian Riley
Ted Orr
250 B
Brian Beam
Chris Duncker
David Sayers
Steve Haggsi
Jon Boser
250 C
Brian King
James Seek
Michael Stewart
Brian Sullivan
Greg Reichart
55 0-8
Jessee Kirby
Jeremy Cook
Kirk Ryan
Shannon Weaver
Cory Hornes
65 7-11
Todd Altland
James Tippen
Zachary Campbell
Kevin Kotmair
65 6-11
Casey Clark
85 7-11
James Devonshiree
Tim Anthony
James Tippen
John Kotmair
George Riden
85 12-13
Josh Demuth
Cecil Williams
Jeff Tayulor
Chadd Rudisill
MArk Andrews
85 14-15
Rich Stine
Jason Belker
Erik Wingert
John Swartz
Kevin Smeltzer
OPEN A PRO/EX
Tim Schmelyn
Jay Rassa
Bill Schmidt
Todd Wolfe
Claude Willett
OPEN B
Drew Morris
Kirk Kagarise
James Morton
Troy Pitts
Ron Gray
SX 30+
Rich Mathias
Steve Regler
Edward Childs
Mike Morgan
Michael Kennedy
S/SR
Wayne Jody
Lonnie Wilt
Mike Keane
Art Roeper

Trials
NEOTT
Tulsa, OK
Dec. 15

C'SHIP
Shan Moore Fan
Jim Westcott Apr
Paul Bolen Fan
Rick Stiger Yam
EX
Mark Nave Yam
Clint Perry Apr
Tom Batchlor Fan
Danny Aguirre Bet
INT
Bryan Byro Yam
Rich Allman Yam
Tom Moore Yam
Larry Garrison Yam
AMA
Troy Gudgel Bet
Gary Vernon Yam
Paul Swegler Yam
Doug Baucom Apr
NOV
Bobby Moore Mer
Don Grace G-G
Joe Stephens Yam

Motocross
Huron Cycle Park
Huron, CA
Dec. 8
By Tim Quinn

JR 25-29
Chris Cockrum Hon
Steve McClelland Suz
VET JR
Tim Horrs Hon
Randy Awarado Yam
Klaus Baker Suz
VET INT
Gary Doggett Hon
Larry Lacy Hon
VET MSTR
David Camarena Suz
125-500 INT/PRO
Chad Doggett Kaw
Chris Kawisaki Kaw
Byron Walker Suz
PRO
Pat Bennett Hon
Rusty Holland Suz
500 INT
Rick Hollenbeck Hon
125 BEG/JR
Jon Lauzon Suz
Ronnie Koch Kaw
Casey Musick Kaw
NOV
Todd Koehne Suz
John Nolte Yam
OTHG JR
Pat Grahm Hon
Greg Hustin Yam
Bill Kabage Hon
OTHG INT
Gary Doggett Hon
Chuck Holmes KTM
Richard Torres Kaw
OTHG MSTR
Terry Huffer ATK
Larry Kellerhaus Hon
80-60 BEG/NOV
Nick Nolte Suz
Jason Turner Suz
Curtis Kellerhause Kaw
NOV
Justin Quinn Kaw
Jess Medley Suz
60
Shane Bess Kaw
David Boothe Hon
P/W 80
Chris Conner Yam
250-500 BEG/NOV
Lance Love Hon
Shannon Walker Suz
Steve Milburn Yam
500 BEG
Scott Creager Kaw
Steve Herman Hon
Russ Morris Kaw
250 NOV
Chuck Bradshaw Hon
Jon Souza Hon
Myron Short Suz
500 NOV
Blayne Hollenbeck Hon
TEAM
Rusty Holland/
Chris Kawasaki Suz

Motocross
TNT Raceway
Idalou, TX
Dec. 8
By Linda Steffey

50 STK
Tiffer Wright Itj
Dusty Carpenter Itj
60
Dusty Carpenter Kaw
Sean Vilandry Kaw
80 BEG
Chuck Noel Kaw
Jack Gibson Suz
80 NOV
Jason Morris Suz
Andy Hudgens Kaw
80 INT
Brandon Sanders Kaw
Jake Moore KTM
125 BEG
Curtis Schrader Yam
Dwayne Norvell Hon
Shawn Knobloch Hon
Tom Hagen Suz
125 NOV
Donald Hardy Kaw
Jon Ward Kaw
Nate Keys Suz
Wade Loafman Kaw
Wesley Scholz KTM
125 INT
Shane Williams Hus
Chuck Long Kaw
Colin Doyle Kaw
Jordan Jordan Kaw
125 OPEN
Wade Loafman Kaw
Jordan Jordan Kaw
125 PRO
Kaylom Young Kaw
Chad Webb Kaw
250 BEG
Randy Lewis KTM
Greg Storie Kaw
Randall Keyes Yam
John Frankhouser Kaw
Ted Hoelscher Hon
250 NOV
Ryan Morris Suz
Danny Mack Yam
250 INT
Matt Spencer Hon
Rick Lipton KTM
Chuck Long Kaw
Tony Wright Kaw
Greg Davis Suz
250 PRO
Kaylom Young Kaw
Joe Jordan Kaw
Gary Tucker Hus
Chad Webb Kaw
Slim Darnell KTM
500 OPEN
Kenny Greene Hon
OPEN ADV
Kaylom Young Kaw
Joe Jordan Kaw
Gary Tucker Hus
Chad Webb Kaw
OVER 30
Richard Manning KTM
Robert Hagen Hon
Tony Schertz KTM
David Hazlewood ATK
Robert Vilandry Hon

Hare Scrambles
Sunset Ramblers M.C.
Galion, OH
Dec. 1
By Goggles Pisano II

O/A
Eric Davis Yam
O/A B
Tim Rutherford Hon
80 JR
Jeff Gibson Yam
David Miller Suz
Paul Bricker Hon
Ryan Jackson Kaw
Steve Teague Hon
80 SR
David Riley Suz
Jeff Willis Kaw
John Kinnamon Kaw
Jeremy Lucas Kaw
John Porter Yam
125
Chuck Cotterill Hon
Tony Ralston Kaw
Chad Coon Hon
Dave Burgin Hon
Chris Fairchild Hon
200
Harland Smyers Kaw
J.D. Hord SWM
Brett Remesik KTM
Dave Greenich Mai
Rusty Brehley Oss
250
Barry Coy Hon
Mike Russell Suz
Scott Stump Hon
Andrew Day Hon
Dean Kitts Hon
250 B 2-STRK
Mitch Simpson Hon
Rodney Hoaglin Hon
Larry Hubbard Suz
Max Williams Hon
Jeff Fear Hon
250 B 4-STRK
Richard Lane Hon
Kevin Bradford Hon
Eric Rutherford Hon
Dean Levingston Hon
Jerry Sanders Suz
OPEN
Matt Kelley Hon
Don Sombati Hon
Bret Slane Hon
Maurice Saikaly Kaw
Roby Jones Hon
OPEN B
Jack Bordner Suz
Corey Orewiler Yam
Tim Tackett Hon
Shanon Dye Hon
Rory Swartz Kaw
SR
Bill Reiss Hon
H. Dean Webb Yam
J.T. Fearn Hon
Steve Wollam KTM
Steve Benson Kaw

Enduro
Final Point Standings
District 14
Midland, MI
Dec. 16
By Chuck Barth

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Kevin Welch Suz
Chris Belles Hon
Steve Sullivan Kaw
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Doug Welch Suz
Stanley Nepa Yam
Don Wilson Yam
Brad Flint Kaw
251-OPEN
Ron Williams Yam
Bruce Bartholomew Hon
SR A
Jim Spencer Hon
Mark Schactler Yam
Bruce Miller Hon
SR B
Mark Holt Hon
Bill Mosher Kaw
Bruce Bartholomew Hon
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Joe Arcesi Hon
Bill Teliska Yam
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Walter Rosengrant Yam
Jerry Decker Yam
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Daniel Brown Yam
Mike Ingraham Suz
EX
Jim Spencer Hon
Mark Schactler Yam
Craig Estelle Hon
INT EX
Doug Jenks Kaw
Jeffery Frutchey Yam
Jeff Congdon KTM
Neil Kinsley Suz

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Jay Duff Hon
Mike Piearly Hon
John Brady Yam
Troy Gallaway Hon
Jeff Hagerty
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David Chrone Duc
Steve Stone Duc
Earl Smith Fen
400 MOD PROD
John James Yam
Hiroshi Nakajima Yam
Jeff Hagerty Yam
600 MOD PROD
Stu Morrison Yam
Warren Atkins Yam
John Brady
OPEN MOD PROD
Richard Stanboli Yam
Shawn Bushey
William Rough Suz
750 MOD PROD
Bruce Batson Suz
Brian Sasaki Kaw
Paul Wright Suz
600 S/ST
Stu Morrison Yam
David Bates Yam
John James Yam
400 S/ST
John James Yam
Hiroshi Nakajima Yam
Jeff Hagerty Yam
750-OPEN S/ST
Richard Stanboli Yam
Brian Sasaki Kaw
Bruce Batson Suz
Tony Rodriguez
F-1
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Hiroshi Nakajima Yam
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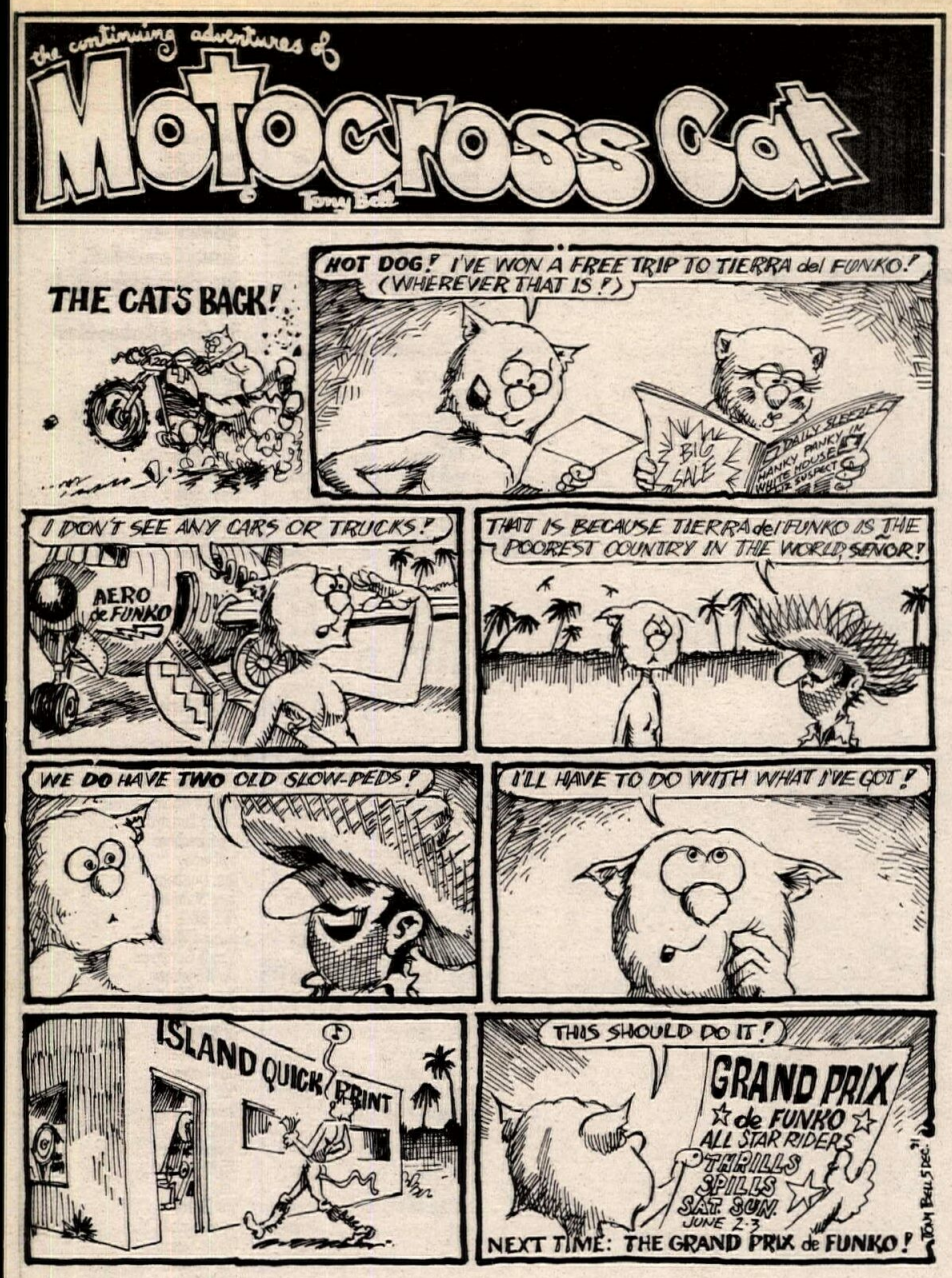
Doug Schmitz Hon

Motocross
Double Cross Racing
Final Standings
Dec. 31
By Greg Robertson

125
Doug Yarnell
Eric Seeley
Shawn Tuohey
Mondo Duran
Robert Weston
250
Dave Donatoni
Kenny Holmes
Craig Wells
Bill Schultz
Eric Harrison
500
Scott Smitt
Chris Gendusa
Brian Cornelius
John Whitaker
Jim Kuntz
VT
Rod Richardson
David Simon
Don Salmen
Mark Matteson
Steve Dalton
P/W
Marc Smith
Cliff Jennings
Terry Hamric II
Kevin Jennings
John Macaffe
MINI
Eric Seeley
Ben Stuelke
William Ziegler
Franklin Ziegler
Jason Daniels
JR VET
Gary Wagner
Dave Dunatoni
Doug Yarnell
Robert Vandamme
Joe Bagnasco

Motocross
Santa Cross G.P.
San Bernardino, CA
Dec. 15
By Greg Robertson

MINI BEG
David Rees
John Lauter
Matt Hylton
Josh Borges
Tommy Kormilo
125 BEG
Brent Ehrler
Craig Betts
Jeff Kent
Ron Corum
Jon Brower
250 BEG
Bill Shultz
Lewis Greer
Brad Kelly
Jim Madden
500 BEG
David Westfall
Lewis Greer
Chris Gendusa
Troy White
Jeff Becker
JR VET BEG
Danny Lorenze
Len Kirschner
Jay Dupuy
Tom Dunham
Dave Stamper
VET BEG
Richard Wood
Dennis Gutierrez
Len Kirschner
Donald Green
Tom Dunham
SR BEG
Ken Feulnel
Jim Cooper
Phil Mooney
Steve Cobb
MINI NOV
Doug Parsons
125 NOV
Chip Rotan
Eric Seeley
David Nickols
Mondo Duran
Tim Madden
250 NOV
Joe Fernandez
Mario Cano
Ronald Harrison
Richard Oliver
Eric Harrison
500 NOV
Reg Johnson
Mark Hitechew
Chris Brooke
Joseph McDade
JR VET NOV
Jamie Mitchell
Ron Harrison
Joe Bagnasco
Brian Platte
Chris Brooke
VET NOV
Lincoln Semen
Chris Peterson
Ron Cusment
A. Dusty Rode
Mark Hitechew
SR NOV
Richard Stueflke
Steve Jennings
Doug Krause
Fred Boyd
MINI AM
Travis Preston
Eric Seeley
125 AM
Doug Yarnell
500 AM
Brian Cornellus
Scott Smith
Tim Harris
Dean Teague
Bert Schulties
JR VET AM
Doug Yarnell
Dean Teague
VET AM
David Simon
Jimmy White
Mark Matteson
Don Salmen
Chuck Duran
125 MSTR
Scott Bristol
Freddie Villagra
250 MSTR
Chris Ridgway
Dave Donatoni
500 MSTR
Tim Telford
Dan Berg
Jim Kuntz
JR VET MSTR
Dave Donatoni
Gary Wagner
Quint Smith
VET EX
Jon Miller
Rod Richardson
Scott Smith
Terry Davis
Ken Ehlers
SR MSTR
Alan Kent
Wayne Cornelius
Monte Lee



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D&D Pipe For GSXR1100

Fits '89/90/91. Less than 100 miles on pipe, looks new, $225/OBO. Marc, (304) 744-3401. WV. (301-02)

SUZUKI 750 SUPERBIKE, long stroke motor, '89 frame, Yosh Duplex pipe, Brembo brakes, S/S lines, Marvic 17" wheels, Cosworth pistons, Carrillo rods, Falicon supercrank, Yosh valve springs, titanium retainers, S/S valves, ported head. If you can ride it you can win with it. (407) 686-1295. FL. (101)

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1977 Triumph 750 Silver Jubilee, perf. original condition, one of 1 thousand, fresh top end, new carbs, 7500 miles, $3500. (209) 794-2773. CA. (301/P)

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SALE: 1991 CR250 with 4 hours riding time. Showa factory suspension. Engine coated with Malibdenium disulfide. VRN aluminum tank, swingarm and subframe. Magnesium upper triple clamps and one piece handlebar clamp, titanium and aluminum bolts and axles, lightweight aluminum drilled washers. Technosel seat and stickers. Call (714) 671-4145. CA. (301)

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